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Hongkong, 2nd August, 1912. [a15]

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Inspection Invited.
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\$40	Dairen (S.M.R. Train) ...Lv.	2.00 p.m.	Sun.	" "
Y 14.95	Mukden " ...Lv.	10.10 "	"	" "
Y 11.50	Changchun " ...Lv.	10.25 "	Mon. Thurs. Sat.	" "
R 9.60	Harbin (Russian Train) ...Lv.	4.50 a.m.	"	" "
	" " ...Lv.	6.00 "	"	" "
	" " ...Lv.	1.45 p.m.	"	" "

Connecting at Harbin with		State Express from St. Pet'g.	State Express from Moscow	Wagon- Lits from Moscow
R 9.60	Harbin (Russian Train) ...Lv.	7.20 a.m.	Mon. Wed. Fri.	
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Y 14.95	Dairen " ...Lv.	11.00 "	" "	
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[a706]

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[a1034]

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[a28]

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H. HAYNES,
Manager
Hongkong, 2nd August, 1912. [a157]

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Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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[1053]

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Electric Light throughout and Electric
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Single Person \$3.50 to \$5 \$65 to \$95.
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M. J. NATHAN,
Manager.
Kowloon, 12th September, 1912. [a536]

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 54. Telephone No. 18.

BIRTH.

On October 13th, the wife of Mr. J. B. HARRIS, Manager, Ayer Tawah Estate, F.M.S., of a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 26TH, 1912.

In Budget debates it is somewhat unusual to find the Unofficial Members of Council complaining that the Government is too economical, but there is not the slightest doubt that the views expressed in the Council Chamber on Thursday both by the Hon. Mr. POLLOCK and the Hon. Mr. OSBORNE represent public opinion in regard to the special matters under consideration. H.E. The Governor met these criticisms in an eminently reasonable manner. His reply on the debate bears palpable evidence of the most careful inquiry into the various matters which were the subject of criticism, and with most of what His EXCELLENCY said it is impossible not to agree. The question of the policing of the Colony has been so much a subject of discussion during the past few months that the public generally cannot but be keenly interested in the very full information laid before the Council on Thursday both as regards the police and prison administration. *Prima facie*, the Hon. Mr. POLLOCK made out a very good case for the payment of a larger premium to insure against loss of property by theft, but His EXCELLENCY pointed out that when the additions for which the Estimates provide are made to the Police force, Hongkong will have one policeman for about

every 450 of its inhabitants, while London has but one for every thousand; and the public, familiar with His EXCELLENCY's experience of police matters in Hongkong, will be prepared to repose confidence in his judgment, supported as it is by the opinion of the Captain Superintendent of Police and the Colonial Secretary that the increases that have been made are sufficient. We must all recognise the justice of the criticism that the community does not do all it might to protect itself from the operations of sneak thieves, and His EXCELLENCY's observations on the point are well worth the consideration of every householder. An important point in the Hon. Mr. POLLOCK's speech was the request that His EXCELLENCY would make searching inquiry into "certain sinister rumours which have got abroad with reference to alleged corruption in the police force." No particular section of the Force was mentioned by Mr. POLLOCK, so that the imputation for the present rests upon all; but, so far as we have heard any rumours of the kind, they relate exclusively to the Chinese branch of the Force. It is a matter of common report that it is the practice of an important Chinese Guild to make payments to lukongs with the obvious intention of influencing their conduct as policemen. Speaking generally, the attitude of the average lukong rather suggests suspicion, for he may be seen at all hours loitering about shops and stalls, gossiping with the owners and helping himself to peanuts, cigarettes and other trifles which help to relieve the monotony of his spell of duty. It is only fair to the other sections of the Force—British and Indians—to say that, so far as our inquiries go, nothing in the nature of bribery and corruption is alleged against them. The purification of the Force effected by Sir HENRY MAY some twelve years ago has had, we are confident, an enduring influence on the conduct of the entire Force, and though it is right and proper, when sinister rumours are abroad affecting the integrity of the Force, that the most searching inquiry should be made into their truth, we trust and believe that no very startling revelations are likely to result from the investigation which His EXCELLENCY has promised to institute.

Another matter which His EXCELLENCY promised to look into was the suggestion that additional powers should be granted to the Magistrates to inflict corporal punishment. In saying that he was not sure that anything could be done in that direction, His EXCELLENCY, no doubt, had in mind what Downing Street would have to say on the subject. Situated, however, as this Colony is on the confines of a disturbed province whose wasters are driven by dire pains and penalties to seek refuge here, it is extremely desirable that we should have punishments calculated to deter them from the commission of crimes. There is too much reason to believe that a short term in prison has frequently a contrary effect. We have no accommodation which ought to be ample for the needs of the Colony, but, as we all know, it has been deplorably overcrowded for months past, and the lenient treatment we give to the criminal refugee in comparison with that accorded him in his own country is saddling the community with a great deal of unnecessary expense to the extent that we are now threatened with the duty of building another gaol at a cost of \$450,000, which, of course, will involve additional establishment charges. It is impossible within the limits of a single article to deal adequately with all the important questions which came under review at Thursday's meeting of the Council, but we cannot conclude without a reference to the amount of attention the question of the water supply very properly received in the course of the debate. The Hon. Mr. OSBORNE's incisive and forceful remarks on the subject commend themselves to public approval, and now, that the work at Tytam Tuk has begun, after many years of delay, we are glad to note the assurances given both by the Director of Public Works and by H.E. The Governor, that the delay which characterized the building of the Law Courts, the Post Office, and the Kowloon Market will not be repeated in this case.

Reuter's Telegram Co. has paid a dividend of 10 per cent.

Sir Claude Macdonald has decided to leave Tokyo on the 4th November, and goes home by the Siberian route.

The police are informed that a gold ring reported to have been stolen from the s.s. *Zafiro* on 28th September has been found and restored to the owner.

Thirty-six ricksha coolies were prosecuted by Inspector McHardy yesterday before Mr. Irving at the Magistracy for obstruction at Wanchai. Eight were fined \$5 each and the remainder were fined \$3 each.

At the local wool sales at Brisbane large purchases have been made by Japanese buyers, and the extension of this market for Queensland wool seems assured, reports a *Standard* correspondent.

Messrs. Gibb, Livingston & Co. have informed the police that the leather trunk reported by A. A. Cook, a passenger from Manila to Hongkong on the *Eastern*, to have been lost, has been found and returned to the owner.

The directors of the Eastern Extension, Australasia, and China Telegraph Company have declared an interim dividend for the quarter ended June 30th of 2s. 6d. per share, free of tax, payable on October 15th. Last year the dividend was at the same rate.

We have received from the American Consulate General of Hongkong the following typhoon warning, transmitted from the Manila Observatory at 4 p.m. on October 25th:—Cyclone or typhoon E. of Luzon, more than 300 miles distant, direction unknown.

Four Chinese women appeared at the Magistracy yesterday charged with trespassing on a Government plantation at Pokfulam. It appeared they had been found gathering pine needles. Mr. Irving fined each of them \$3 or seven days' imprisonment.

The two Sanitary Board coolies who were charged with recklessly driving a dust cart and injuring a man by running the wheels of the cart over his foot appeared before Mr. Irving at the Magistracy yesterday and were fined \$10 each or one month in prison.

The President of the French Republic has conferred the silver rescue medal of the second class on Captain Rosiesky, of the North-German Lloyd steamer *Kohsichang*, in recognition of his saving the lives of three Annamites on January 12th of last year whilst on a voyage to Bangkok.

Subject to audit, the Directors of the International Cotton Manufacturing Company, Limited, of Shanghai, propose to recommend at the forthcoming annual general meeting of shareholders, the payment of a dividend of 7 per cent. on the preference shares and 1s. 6d. per share on the ordinary shares for the year ending 30th September last.

The Bill entitled, "An Ordinance to provide for the incorporation of the Church Body of the China Congregational Church in Hongkong," which was read a first time at the Legislative Council on Thursday, was introduced by the Hon. Sir Kai Ho Kai, who moved the first reading. His Chinese colleague, Hon. Mr. Wei Yuk, seconded the motion, which was agreed to.

We regret to learn that Professor Smith, of the Hongkong University, has received the sad news of the death of his little son, Keith Middleton, which took place suddenly in London a few days before Mrs. Smith and her children were to have left England for Hongkong. Professor Smith during his short residence in the Colony has already made many friends, and the deepest sympathy will be extended to him as well as to Mrs. Smith, who is due to reach Hongkong next Wednesday.

We regret to learn of the death on the 9th ult., at a nursing home in London, of Hin Hanyung, a young Chinese student; and fourth son of the Comptroller of the Chartered Bank of India in Hongkong. He had gained an Oxford scholarship from Queen's College, Hongkong, and went to Lincoln College, Oxford, besides entering at the Middle Temple, as his intention was to study law at Oxford. Death was due to abscess of the brain. It may be noted that his father is the third generation that has been Comptroller to the Chartered Bank.

Commenting on the establishment of a soap factory in Japan by an English firm of soap manufacturers as the result of the new Tariff Law, a United States Consular report points out that the capital invested is \$150,000. All the materials have been imported from Europe, and the management is in the hands of an English staff of experts. It is still uncertain how much of a success this new enterprise will be. The Japanese have lately been making great advances in the manufacture of soap, as their experts sent abroad by the Bureau of Research have been very successful in obtaining formulas in all foreign factories. The high salaries paid the English experts, and the fact that Japanese workmen demand higher wages and shorter hours from foreign employers than from Japanese, will make the cost of the output of the new English factory considerably higher than that of a similar factory run entirely by Japanese.

We are asked to state that the Rev. C. H. Hickling will conduct the Christian Union meeting on Monday next. The meeting will be held at St. Paul's College at 5.30 p.m.

The Public Works Committee at their last meeting recommended that in constructing main roads in the New Territories, such roads should be of sufficient width to accommodate motor traffic as well as a light railway, if such a railway be contemplated, and the Committee consider that the existing road from Fan Ling to Shataukok should be widened accordingly.

At the Magistracy yesterday L. S. Wills charged a man with stealing a pair of trousers from a house in Salisbury Avenue, Kowloon. Defendant, who was sentenced to three months' imprisonment and four hours' stocks, was captured by Mr. Kemp, the Crown Solicitor, and the man in trying to escape bit his captor's wrist. It is believed that the prisoner is the man who recently committed so many thefts of clothing from houses in Kowloon.

JOSEPH CHAMBERLAIN BIRTHDAY SHILLING FUND.

The Hon. Mr. H. E. Pollock, K.C., who has acted as Honorary Secretary in this matter in Hongkong, informs us that a draft for £17 15s. 0d. has been sent to London, representing 355 subscribers to the above fund. The list of names of subscribers will be forwarded later.

HONGKONG UNIVERSITY AND ATHLETICS.

We have heard many rumours of athletic ambitions among the undergraduates of the Hongkong University, and we are pleased to record the fact that a Students' Union has already been formed. H.E. The Governor (Sir Henry May) has been elected to, and has accepted, the Presidency. We understand that a strong Committee has been formed among the students to draw up definite schemes for athletics and other recreative relaxations without which University life is very incomplete. We wish them every success in their efforts and shall expect to hear that, at no distant date, the University will take up its natural position in such recreations. We also feel sure it will provide an intellectual stimulus, not only to its own graduates and undergraduates, but to the whole community of Hongkong.

PRESENTATION AT KOWLOON DOCK.

A pleasant function took place in the Kowloon Reading and Recreation Room on Thursday evening, when the whole of the staff met to do honour to Mr. Davison, Acting Superintendent of Cosmopolitan Docks, whose marriage to Miss Albott, who has just arrived from Home, takes place to-day at St. John's Cathedral. Mr. Stewart (Chairman) made the presentation on behalf of the staff, and in handing over to Mr. Davison a very handsome silver tea and coffee service, with silver salver to match, referred in glowing terms to the esteem in which Mr. Davison is held by the whole of the members, wishing him many years of happiness in his married life. Mr. Davison has been with the Dock Company for nearly fourteen years and has by close attention to business and a charming manner gained the good-will of all those gentlemen who do business with the Dock Company as well as of all his fellow workers. Mr. Davison in receiving the presentation thanked his fellow members most heartily both on behalf of his future wife and himself and assured them that he felt highly honoured.

A GERMAN WIRELESS NEWS SERVICE IN THE FAR EAST.

The North-German Lloyd of Bremen announces an important extension of the wireless news service to their steamers on the Far Eastern lines. Up to now it has only been possible for these to receive important news on board on the European side of Port Said, as the power of the wireless station in Germany only reached to that distance, and for any further news the vessels could only depend on other ships. Now, however, that the necessary wireless apparatus has been erected in Tsingtau, the direction of the *Ostasiatischen Lloyd*, a Shanghai journal, the North-German Lloyd and the Deutschen Betriebsgesellschaft für Drahtlose Telegraphie, have come to an arrangement with the Government in Tsingtau by which telegrams will be dispatched to the German company's ships twice daily, namely, at 2.30 and 11 p.m. (Chinese coastal time). The wireless telegrams will immediately on receipt be posted up in the vessels for the information of passengers.

THE A.D.C. AT THE THEATRE.

FIRST PERFORMANCE OF "A PAIR OF SPECTACLES."

It seemed unfortunate for the A.D.C. that there should have been so many entertainments held or announced this month to attract the loose dollars of the community, but it is gratifying to be able to record that the first performance of Sidney Grundy's excellent play "A Pair of Spectacles" given in the Theatre Royal last night attracted a fairly good house, especially in the dress circle, while the reception accorded the performance ought to ensure a full house to-night.

For the benefit of those who may never have seen the play, it may be stated that it largely concerns two brothers, one a benevolent old gentleman whose head is as soft as his heart and who is ever ready to respond to the call of distress without a close investigation of the story; the other a hard, calculating man of business who "cooms fra Sheffield," and whose philosophy of life is as widely different from his brother's as the Poles are asunder. Gregory Goldfinch, the "mon from Sheffield," pays his brother Benjamin a visit, and throughout the play the scene is laid in the morning room at Mr. Benjamin Goldfinch's residence. Early in the play the two brothers appear together in the room, Benjamin opening begging letters and commenting sympathetically on their contents while Geoffrey scoffs and passes cynical remarks on the credulity of his brother. A conflict of words over a particular case ends in a decision that they shall both go at once to investigate the story. The result was as Geoffrey had anticipated. The writer of the begging letter was an imposter. Henceforward Benjamin's well of pity becomes dried up. He "changes his spectacles." He sees the world henceforth through his brother's spectacles—or tries to do so. He suspects everybody to be deceiving him; even his young wife. The brothers each have a son. Benjamin's son had been treated with liberality by his father; Geoffrey's son (Percy) had been refused all financial help: the money assigned for him is "put into the business," and the interests also goes the same way. Percy gets into financial difficulties, deceives his father, tries unsuccessfully to get money from him and is finally arrested for debt in his father's presence. Parental affection then asserts itself and in the end Geoffrey recognises that his cynical view of life is wrong and mischievous. Meanwhile Benjamin is still trying to adopt towards all about him his brother's accustomed attitude. Suddenly it becomes bruited about that his whole fortune has been lost in a bank smash. The friends he had helped in years gone by—and whom he had at length been persuaded to suspect, rally round him with assurances of their sympathy and readiness to help—from the butler and the bootmaker to the shipowner—and thus Benjamin's faith in the goodness of men is revived and a happy ending to the play is thus secured.

The Caste was as follows:—
Mr. Benjamin Goldfinch (his father).....Mr. L. N. LEEFE.
Uncle Gregory (his brother).....Mr. CLAUD SEVERN.
Percy (his son).....Mr. C. BEWICK.
Dick (his nephew).....Mr. R. SANDERCOCK.
Lorimer (his friend).....Mr. G. W. BARTON.
Bartholomew (his shoemaker).....Mr. H. W. BIRD.
Joyce (his butler).....Capt. R. E. BOULTON.
Another shoemaker.....Mr. W. E. SCHMIDT.
Mrs. Goldfinch (his wife).....Mrs. W. G. WORCESTER.
Lucy Lorimer (Lorimer's daughter).....Mrs. SCHOFIELD.
Charlotte (a parlour maid).....Miss ROWE.

The play went exceedingly well, notwithstanding that it has been under rehearsal less than a fortnight. Each play seemed admirably fitted to his or her part. It probably strikes the audience at first that the make-up of old Benjamin's wife is rather too juvenile; but the play, and not the capable actress, is responsible for this impression, as it does not develop until well on in the play that one of Benjamin's mistakes is that he has married too young a wife. The part of Benjamin Goldfinch, in which Sir John Hare earned distinction, was capably taken by Mr. Leeffe, who in make-up and stage manner was altogether excellent. He has the heaviest part in the play, and he is certainly entitled to very high credit for his performance of a by no means easy rôle. So also is the Hon. Mr. CLAUD SEVERN for his admirable impersonation of Geoffrey Goldfinch, the man from Sheffield. He has the brogue to perfection and played the part as to the manner born. Mr. Sandercock was a distinct success as Geoffrey's son, a rather difficult rôle to take, and Mr. Bewick was good as Benjamin's son. As the shipowner who feared that he had been ruined by the probable loss of a ship, and was offered substantial help by the benevolent old Benjamin Goldfinch, who in his changed mood was eager to withdraw the promise, Mr. Barton had a small part but played it with distinction. Mr. Barton's fame up to the coast as an amateur actor is not unknown in Hongkong, and it may be hoped that we shall see a good deal more of him on the local stage. Mr. Bird's impersonation of the snivelling old shoemaker eager to avoid paying his rent we cannot praise too highly. It was simply inimitable. Mr. Schmidt made a brief appearance as the other shoemaker. Of the ladies—Mrs. Worcester, as the wife of Benjamin Goldfinch, and Mrs. Schofield as the daughter of Lorimer—their names are in themselves a guarantee to a Hongkong audience of good work, and that reputation they fully maintained. There only remains to mention Miss Rowe, who as the parlourmaid had little to say but made an effective appearance, and Captain Boulton who was admirably made up as Joyce, the butler.

On the fall of the curtain after each of the three acts the audience were unstinted in their applause.

H.E. the Governor and Lady May were present.

THE LIGHTING OF KOWLOON.
At the last meeting of the Public Works Committee on October 17th it was agreed to recommend, with a view to removing objections which are known to exist among the Chinese to living in Kowloon, partly on account of insufficient lighting, the lighting of such portions of Kowloon as are already provided with lamps should be improved, and, where lighting does not already extend to areas containing houses, the necessary extensions should be made.

PORTUGUESE SPORTSMEN ARRESTED BY CHINESE.

Since Sunday last the great topic of conversation at Macao has been the arrest of Sergeants Simoes and Arreias, Mr. Noronha (clerk at the Post Office) and Master Arreias (under age) at the Chinese military post near Chin-san. They had gone out on a shooting expedition, and when they reached the country over which they intended to shoot, they were cautioned by a Chinese official that no shooting was permissible there. They disregarded the warning, with the result that they were surrounded by about a hundred men and captured. They were sent to Siao-ki, and thence to Canton, where they were handed over to the Portuguese Consul. Only one of them—Mr. Noronha—had a permit to carry arms. The men were given no food on their journey from Siao-ki to Canton, and, altogether, our Macao correspondent says, they were forty hours without food—which, as he pertinently remarks, is a thing which does not happen to Chinese who get into the hands of the Portuguese police or military authorities.

ADMIRALTY'S NEW IMPROVEMENT SCHEME AT DOVER.

The Admiralty have decided, according to *The Standard*, to spend about a quarter of a million sterling on the improvement of Dover Harbour, which, since its completion two years ago, has been used by warships only to a very limited extent. The construction of the harbour was provided for in the Naval Works Act, 1902, the estimated cost being three and a half millions, and the date of completion 1907-8. As a matter of fact, however, the work was not completed until 1910, the contractors having great difficulties to contend with owing to the strength of the currents. It is largely owing to these currents that the Admiralty have decided upon altering the harbour. There are two entrances—the eastern and the western—and it was said from the first by the local fishermen and fishermen, who are of course closely acquainted with the conditions, that the western opening would prove to be a good deal more trouble than it was worth. A very strong current runs past and into this entrance, making it impossible for vessels of the smaller and larger classes to get in, and besides this, large quantities of silt are carried into the harbour, rendering necessary the constant employment of a large dredging plant. Over one-half of the area of 610 acres there is a depth of 30 feet of water at low tide, but to maintain this depth it has been necessary to spend over £1,000 a week for two years past on dredging. The degree of utility possessed by Dover in its present condition is shown by the following facts:—It cost three and a half millions to construct, and moorings and wharfrage are provided for sixteen battleships, twelve armoured cruisers, four small cruisers, and about fifty torpedo craft; and it may be recalled that after the principal moorings were put down they had to be taken up and relaid, as they had been placed too close together. In spite of this large accommodation, however, the "Movements of Ships" issued by the Admiralty show that not a single armoured ship has entered Dover Harbour this year, and that it has been used only by a few destroyers and gunboats. A few months ago a committee was appointed by the Admiralty to examine the whole question of the harbour, and although the balance of opinion was in favour of allowing matters to stand as they are, the arguments brought forward in favour of alteration were so strong that the Admiralty were convinced by them, and have decided to carry out the suggested alterations. The principal of these involves the closing of the western entrance altogether.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE REPORTED SURRENDER OF 50,000 TURKS.

LONDON, October 25th.

Adrianople telegrams report that in the continuous raid throughout the seat of war the Turks claim two successes.

BULGARIAN ADVANCE CONTINUES.

Reuter's correspondent at Sofia telegraphs that the Bulgarians occupied Kirk Killiseh and that the Turkish garrison of 50,000 and two Pashas were captured.

LATER.

Reuter's Sofia correspondent wires that official despatches do not confirm the report that 50,000 prisoners were taken. They merely state that many Turks were captured.

LATER.

Kirk Killiseh fell at 11 o'clock this morning. The Turks retired in disorder in the direction of Banarhisai, 15 miles to the South-East. They left a battery of quick-firing guns, quantities of ammunition, and stores.

Reuter's correspondent at Constantinople wires that it was officially stated on Thursday afternoon that the battle was resumed in the morning over the whole line from Adrianople to Kirk Killiseh.

An official communique in the evening says that the Ottoman Army which is opposing the Bulgarians eastward of the River Tunja is in retreat. The Tunja flows southward, joining the Maritsa at Adrianople.

"THEY WON AND WE WON."

A message from Constantinople states that it is officially announced that the Turkish western army near Kumanovo attacked four Serbian divisions. A sanguinary battle ensued, resulting in enormous Serbian losses. The Serbians were routed, and the Turks went in pursuit.

Reuter's correspondent at Belgrade reports that the Serbian version is that the Serbians captured part of the fortress after desperate fighting. Fighting is still proceeding round the town.

Reuter's correspondent at Belgrade wires that it is officially announced that the Serbians captured Kumanovo after three days' fighting, during which the Turkish batteries were annihilated. The Serbians have occupied Sienitz.

RAISING FUNDS.

The Porte has decided to raise the import duties from 11 per cent. to 18 per cent.

DEATH OF GENERAL CUMMINS.

LONDON, October 25th.

The death has occurred of Major-General James Turner Cummins, C.B., D.S.O., at the age of 69.

HONGKONG AND SHANGHAI BANK.

LONDON, October 25th.

Sir Edward Grey, replying to Mr. L. Ginnell, in the House of Commons, said he believed it was an erroneous suggestion that the Hongkong and Shanghai Bank was largely controlled by German influence.

A LAUNCHING ACCIDENT.

LONDON, October 25th.

An accident occurred at the launch at Devonport of the twentieth Dreadnought, the *Marlborough*. A hawser broke, injuring Commander Winthrop and several men. Commander Winthrop was sent to hospital.

OBITUARY.

LONDON, October 25th.

The death is announced of Viscount Peel, who was Speaker of the House of Commons from 1884 to 1895.

A man from Jukiwan was removed to hospital on Thursday suffering from a wound in the face inflicted by a man with whom he had quarrelled in the market.

SUPREME COURT.

Friday, October 25th.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. REES DAVIES, K.C.).

SEPOY SENTENCED TO DEATH.

The charge preferred against R. Sarfaraz Khan of feloniously murdering Maya Dad in the New Territory was resumed.

The Attorney-General (instructed by Mr. J. H. Kemp, Crown Solicitor) prosecuted, and Mr. R. E. Bellios defended.

A havaladar in the 126th Baluchistan Infantry deposed that he was awakened by a noise like a stone falling into water, and he afterwards heard a rifle shot from the direction he was facing. He heard the jemadar call out, "Fall in." Witness got up and ran towards the Subadar's tent, and saw the Subadar catch a man by the legs. The man was the one who fired the rifle. He heard the accused say, "I have killed Maya Dad. You are safe. Go and see Maya Dad." Accused was trembling and talking in an angry tone. Witness gathered from the way in which the words were spoken that he intended to kill the Subadar, but that God had saved him.

A native surgeon, temporarily attached to the 126th Baluchistan Infantry, said he was called to see the deceased, who must have been dead about an hour. He died from rupture of the heart caused by a rifle bullet.

The Foreman—Were there any powder marks on the body?

Witness—No.

His Lordship—At what distance do you think the shot was fired?

Witness—About five to seven feet.

Captain J. Gretton deposed that he found Maya Dad's body lying down upon the charpoy, or bed, outside the tent. He subsequently examined the rifle, and found two loaded cartridges in the magazine. The cut off was closed. When he saw the rifle the bayonet was fixed, which was not in order.

Mr. Bellios—Is it a fact that at the time of the occurrence the accused was in possession of 50 rounds of ammunition?

Witness—Yes, it was.

Mr. Bellios—Was there any ill-feeling between the Subadar and the accused?

Witness—I did not know at the time, but I have since heard.

An Indian Police Sergeant deposed that when he charged the accused with the offence, he said "Yes, I killed him."

Mr. Bellios, addressing the jury for the defence, said they might have been rather exercised in their mind as to what possible defence could be adduced on behalf of the prisoner. Outside of the prisoner himself no soul on earth was aware of the parts the deceased and the accused took at this time. He intended to put the prisoner in the box, and he would give them the details of the actual occurrences previous to the shooting. The prisoner was a sepoy. Both deceased and the prisoner were admittedly on good terms, and there was not the slightest enmity between them. Just after a certain festival the deceased came to the prisoner and made certain overtures. He (learned Counsel) might tell them that the prisoner was only 10 years of age. Prisoner immediately replied that he did not want anything to do with him. The matter did not end there. This persecution continued for something like three weeks. If they would believe what the prisoner would tell them when in the box then he submitted that they could not possibly hang this man.

The accused was sworn, and bore out his advocate's statement.

Mr. Bellios—Did you fire any shots at the Subadar?

Accused—No; why should I?

Did you have any intention of hurting the Subadar or the jemadar, or anybody else?

Prisoner—Why, what grudge had I?

His Lordship—So you didn't intend to shoot him?

Prisoner—No.

Mr. Bellios—What was your state of mind then?

Prisoner—I could not control myself. I was trembling.

The Attorney-General—How many men were in your tent?

Prisoner—Eight or nine.

The Attorney-General—Were all sleeping together?

Prisoner—Some outside and some inside. I was outside. It is correct that all my colleagues were around me.

Mr. Bellios, recalling Captain Gretton, asked if he would tell them what effect the threats of the deceased would have upon the prisoner as a Baluchi.

His Lordship—I cannot allow it. It is a bad precedent. You are asking a British Officer to describe what passes in the mind of the native soldier.

Continuing, the Captain said he had examined everybody in the section, and all absolutely denied any knowledge of

this, and he could find absolutely no corroboration of the accused's story.

Mr. Bellios said his defence was purely and simply that this man was chased, pursued, and persecuted for days by the deceased for one despicable object.

The Attorney-General said he was unable to find from the defence set forth any good motive for the crime. There did not seem to be sufficient provocation at all for committing this crime.

His Lordship said the jury and himself had to decide whether it was one of murder—whether the act was committed with malice aforethought, or whether it was not premeditated, but was committed in the heat of provocation.

The jury returned after an absence of about 15 minutes, and the foreman announced that they found the prisoner guilty of murder, and added a strong recommendation to mercy.

His Lordship—I will take care, gentlemen of the jury, that your recommendation shall be forwarded to the proper quarter.

Asked if he had anything to say why sentence should not be pronounced upon him, prisoner, who did not seem to appreciate his position in the least, said:—Nothing. The Government can do what it wishes.

His Lordship, addressing the prisoner, said—After full consideration of your case, the jury have found you guilty of the most serious crime in law known to any country—that of murder, and they have accompanied their verdict by a strong recommendation to mercy. I will take care that it is forwarded to His Excellency the Governor, by whom, I am sure, it will receive every consideration.

Assuming your evidence to be true, your deceased comrade was guilty of a disgusting threat and conduct to you which would have justified you in making a complaint to the officers of your Regiment, who would, undoubtedly, punish him. It cannot possibly have justified your crime. More than an hour elapsed since the deceased spoke to you at all, and you deliberately took his life. It is my duty to pass upon you the sentence of the law.

His Lordship then passed sentence of death in the customary manner.

SOCIETY OF ST. VINCENT DE PAUL.

This well-deserving Institution holds its annual *Al Fresco* Bazaar in aid of its funds, on Sunday, the 3rd November. H.E. Sir Henry May, K.O.M.G. and Lady May have kindly extended their patronage to the Bazaar.

The work carried out by the Society with untiring efforts and persevering labour on behalf of a great number of poor widows, orphans, invalids and destitutes is such that its financial burdens are yearly increasing. Help is afforded irrespective of creed and nationality, and the Society is one well worthy the public support. It is therefore greatly to be hoped that the forthcoming Bazaar may prove a thorough success. Further particulars may be seen in the advertisement on page 4.

The following is an abstract of the accounts of the Society for the year ending 30th September, 1912:—

Abstract of accounts of the Society of St. Vincent de Paul, Hongkong, from 1st October, 1911, to 30th September, 1912.

Balance in the Bank and on hand	\$1,076.01
Proceeds of <i>Al Fresco</i> Bazaar	2,381.32
Donation from the Colonial Government	100.00
Subscriptions from the Hon. Members	95.00
Collection at Weekly Meetings	67.25
Sundry Donations	182.20
Donation from an anonymous	200.00
Interest on fixed deposit and Savings Bank	41.98
	\$4,143.76

Weekly allowance to 43 families in cash
 \$1,474.50 |

Weekly allowance to 45 families in tickets
 1,128.20 |

Xmas allowance
 85.00 |

Wanchai Hospital for medical attendance, medicine and funeral
 120.00 |

Allowance to Wanchai Convent under the care of the Italian Sisters
 60.00 |

Extra allowance to destitutes
 53.40 |

Subscription to bulletin and Stationery
 11.65 |

Balance
 1,211.01 |

\$4,143.76 |

CRICKET.

A match has been arranged to take place on the Hongkong Cricket Club ground to-day, between Mr. Turner's XI. and Mr. H. Hancock's XI. Play to commence at 2 p.m.

Mr. Turner's XI.—W. C. D. Turner, A. C. E. Elborough, A. A. Clayton, E. A. S. Fowler, A. H. Gillingham, G. E. Sayer, J. W. Stephenson-Jellie, R. O. Hutchison, Lieut. H. G. Bagnall, Capt. H. K. Hughes, and Corpl. Taverner.

Mr. H. Hancock's XI.—H. Hancock, Lieut. A. G. White, Capt. R. D. Crawford, Lieut. F. W. Christian, R. E. O. Bird, Lance-Corpl. Dempsey, Lieut. N. J. Williams, H. H. Taylor, A. N. Joseland, J. S. Lloyd, and E. B. Reed.

C.C.C. v. R.O.C.C. v.c.

This league fixture will be played to-day on the Police ground at 2 p.m.

The following will represent the C.C.C.—R. A. Carvalho, J. V. Braga, E. L. Braga, R. Pestonji, G. A. Hancock, W. H. Viveash, L. A. Ross, W. A. Rose, J. D. Noris, C. Johnstone, and R. Bass.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report, dated 25th October, state:—

The local market has ruled firm throughout the past week, and rates in many instances show further advances. The demand for investment account continues, but business is still much restricted by the reluctance of holders to sell even at the higher rates now established. Sterling "Rubbers" have been somewhat neglected during the interval, the market closing dull at slightly under last week's rates.

Fine Hard Para Rubber is quoted at 4/6 per lb., plantation Smoked Sheets at 4/6 per lb., and plantation Unsmoked Crepe at 4/3 per lb. At the usual fortnightly Rubber auction held in London on the 23rd instant, 350 tons of plantation Rubber was sold, the tons of the auction at the close being firm. Discount rates are unchanged at 5 per cent. (Bank of England) and 4½ per cent. (open market).

Consols after advancing to 73½ are easier again at last week's rate, viz., 73. Bar Silver closes at 29 3/16d. ready and 29 3/16d. forward, market dull. Sterling T. T. is quoted to-day at 2/13/16, and Shanghai T. T. 71½.

BANKS.—Hongkong and Shanghai have been booked in small lots at \$807½, at which rate the market closes steady. London is unchanged at £82.

MARINE INSURANCES.—Unions are a little easier on the week with sales and probable sellers at \$815. Cantons are procurable at \$235 ex the dividend of \$18 per share paid yesterday, but, at slightly under this there are buyers. North Chinas are wanted in the North at Tls. 125 and Yangtzes at \$187½.

FIRE INSURANCES.—Hongkongs have advanced to \$360 with sales, and Chinas to \$137, both closing in request.

SHIPPING.—Hongkong, Canton and Macao continue firm with sales at \$23. Indo-Chinas have advanced to \$89 with sales and buyers, London now quoting 142/6 middle price. There are sellers of China and Manila at \$82, and of Douglases at \$25. Star Ferries after sales at \$47 can now be placed at \$47½. Shell Transports have declined to a buying quotation of 101/- with no shares at present obtainable under 102/-.

REFINERIES.—China Sugars under a sudden demand for the settlement advanced rapidly to \$114, but are easier at the close with sellers at \$113. Luzons have sold at \$34 and \$34½, closing with buyers at \$35.

MINING.—Tronchs are easier with sellers on London at 70/-. Heawoods are quiet at 4/-, and Raubs at \$3.75, the latter after sales. Kailans are wanted for London account at 33/8, and Pahang Consolidated at 9/8.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with probable sellers at \$50. Kowloon Wharves after sales at \$67½, \$68, \$68½, and \$69 are in strong request at \$70 and a higher rate would probably be paid. New Amoy Docks are quiet at \$24, and Shanghai Docks at Tls. 30. Shanghai and Hongkong Wharves have buyers in the North at Tls. 90.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands after sales at \$104 have advanced to \$105 buyers. Kowloon Lands continue in request at \$34, and West Point at \$55½. Humphreys Estates have improved to \$8 with sales and probable buyers. Hongkong Hotels are quiet and unchanged at \$114 and \$74 for old and new respectively.

COTTON MILLS.—Hongkongs are in request at \$4.90, but no sales are reported. Ewos are unchanged at Tls. 103½.

MISCELLANEOUS.—China Borneos have sold and are in further request at \$92. China Providents are quiet at \$81, and Dairy Farms at \$21½. Electrics are wanted at \$23½, Union Water Boats at \$103, China Lights at \$220, Watsons at \$5.90, Watkins at \$31, and Powells at \$8. Cements after further sales at \$31 have advanced rapidly to \$4.10, closing with buyers. There are sellers of United Asbestos at \$94 and Steam Fisheries at \$3. Hongkong Tramways can be placed locally at 5/-, London being a seller at 5/3. Langkats have further receded to Tls. 54½, at which rate Shanghai is said to be a buyer.

LONDON QUOTATIONS.—The following quotations (middle price) were received from London by wire this morning:—

United Serdangs	111/3
Sapongs	22/6
London Asiatics	10/9
Eastern Trusts	17/-
Rubber Trusts	9/6 premium.
Tronchs	67/6
Shell Transports	101/3
Indo-Chinas	142/6
London Ventures	10/6
Pahang Consolidated	35/-
Kailans	35/-
H.K. Electric Trans.	5/-

PROJECTED VISIT OF THE HARTMAN COMPANY.

From notices to hand we observe that the Ferris Hartman Company had a very successful run at Shanghai, and if their high reputation be any criterion, they should more than satisfy even the most discriminating tastes of local playgoers. They will give their initial performance at the City Hall on Saturday, November 2nd, and will appear nightly till Monday, the 11th prox. The company comprises no fewer than 25 artists, who possess an extensive repertoire of light musical comedy pieces. They will lead off on Saturday next with the very funny play, "One night off," and this should tickle the risible faculties of the audience.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, October 2nd.

ALLEGED SERVICE SCANDAL.

A nasty scandal is agitating army circles, but hardly any details have been allowed to transpire. Some time ago a man was arrested in England on a charge of being an agent and spy for Germany, and his papers were seized, with the result that the War Office was considerably surprised. But their concern was nothing compared with the consternation of a number of non-commissioned officers who have now disappeared from the army list. Acting on the information in the confiscated papers the authorities set a detective at work at Sheerness, Harwich and other east coast points, with the result that several non-coms. were called up for cross-examination. Some clearly had talked too freely by accident; others probably knew the low game they were taking a hand in. There was some idea of prosecuting the worst offender, but at last it was merely decided to drop him and his fellow offenders out of the Service. That, as a matter of fact, hits them severely, for they were all within sight of their pensions. So keen a scrutiny is now kept that some ex-Scotland Yard sleuths are busily employed looking for spies and suspects in the British Services.

GOVERNMENT'S UNHAPPY POSITION. Whatever else the Government may find to worry them this autumn session, their allies the Labour Party are determined to give them no rest. They mean to press for more socialistic legislation, under the fact that Lloyd George reforms have already seared half England into political tremors. In a day or two they will begin a campaign that they describe as "war against poverty" with a conference in London in which the Independent Labour Party, the Fabian Society, trade unions, trade councils and socialist organisations will join. Following that they plan to hold conferences and demonstrations in all the big provincial centres. Meanwhile the labour leaders are scheming for hard electoral fighting. They mean to put up far more labour candidates at the next general election, and as they always believe in using local municipal elections as a field for preliminary skirmishing, they have nominated no less than five hundred candidates for the contests a month hence. These are mostly concerned with the London boroughs and the provincial industrial cities. In some places they intend to contest every vacant seat. Conservative optimists more than ever scout the Liberal belief that the Government can hold office for two years more. The sulking of factions is the chief danger to the Government. Some are bitter on foreign policy, some on local legislation. The Labour party will probably be kept loyal to the coalition by the influence of Ramsay MacDonald and Arthur Henderson, their ablest men, but not more than thirty of them vote as a rule and many are growing clamorous for dangerous debates. Finding these ineffective they, too, like the radical extremists, are inclined to sulk. Moreover, a good many of the Moderate Liberals, mostly those afraid of being lured into land taxation, are in no mood for constant night and day attendance at Westminster. One of these days therefore the Opposition whips hope to catch the Liberals unprepared with their forces, and so the Government can be defeated.

THE PRINCE OF WALES.

All kinds of schemes are under consideration for the participation of the Prince of Wales in public ceremonies. It has been suggested that he should go to India to open the new Government buildings at Delhi, after his Oxford studies are completed; also that he should go to Canada as the guest of the Duke of Connaught. The way he caught the fancy of the Parisians on his recent stay in the French capital is a happy augury for his success among the French-speaking citizens of the dominion. But now the idea is mooted of sending him to the coronation of the Emperor of Japan, if that ceremony does not take place before midsummer, 1914. It has been suggested in Berlin that the Crown Prince of Germany should go to represent the Kaiser, and in that case the heir to the British throne would probably be selected also. If that Eastern visit is arranged it is likely Hongkong and other British localities would see a good deal of their future king.

SUPPRESSING OPIUM SMOKING.

The Government have, through Lord Crewe, I hear, taken a very decisive step for the suppression of opium smoking in British India and Burma. Under the existing law opium smoking is subject to very severe restrictions, but after long deliberations the Government have come to the conclusion that the time is ripe for direct and unqualified prohibition. They have therefore decided to suppress all public gatherings for the purpose of smoking opium, whether they are called saloons, clubs, social assemblies, or have name whatever. All smoking preparations and the manufacture of apparatus for the indulgence in the weed are to be prohibited. The presence of a pipe or other incidental to indulgence will be held sufficient to raise the presumption that the bearer intends to smoke and he will be punished accordingly.

INTIMATIONS

MOTHERS Preserve Baby's Skin



With CUTICURA Soap and Ointment

A lifetime of disfigurement and suffering often results from the neglect, in infancy or childhood, of simple skin affections. In the prevention and treatment of minor eruptions and in the promotion of permanent skin and hair health, Cuticura Soap and Cuticura Ointment are absolutely unrivaled.

Sample with 25¢ book free from nearest depot: Newbery, Dept. 25, 27, Charterhouse St., London, E.C. Town & Co., Sydney, N.S.W.; London, Ltd., Cape Town; Muller, Maclean & Co., Aden; and Barclay, Potter & Co., Sole Props., Boston, U.S.A.

89-1

Chs. J. Gaupp & Co.,

ALMAKANDRA BUILDINGS,

CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

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DRAWING INSTRUMENTS AND MATERIAL

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and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses, we can supply and fit them at extremely moderate prices.

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NEW ADVERTISEMENTS

WANTED.

SECRETARY for the Institution of Engineers and Shipbuilders.

Address: CHAIRMAN OF COMMITTEE.

Hongkong, 26th October, 1912. [1261]

THE KUALA PILAH RUBBER ESTATE, LIMITED.

(IN VOLUNTARY LIQUIDATION.)

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of The Companies Ordinance, 1911, of Hongkong, that a GENERAL MEETING of the Members of the above-named Company will be held at No. 13, Nanking Road (Room No. 9), Shanghai, on THURSDAY, the 28th November, 1912, at 5 p.m., for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted, and of the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.

S. A. SETH, Liquidator.

Shanghai, 25th October, 1912. [1260]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Nov. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th October, 1912. [1259]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Far Eastern News.

Leading Articles:—

Road-Railways.

Industrial Education in the Far East.

Russo-Japanese Guardianship over China.

Belgian Interests in China.

Hongkong University.

Random Reflections.

Hongkong News.

The Magistracy.

Lessor and Lessee.

University of Hongkong.

A Smart Capture.

Death of Mr. J. H. Scott.

Motor Car Case.

Hongkong Wireless Telegraphy Station.

The Navy League.

The Philharmonic Society.

"A Pair of Spectacles."

The P. W. D. Permit Case.

Woman Suffrage at Canton.

Supreme Court.

Storm Wrecks City of Cuba.

Sanitary Board.

Hongkong Legislative Council.

Tanjong Pagar Board.

A Tale of the Sea.

The Loan Negotiations.

Sidelights on Social Life in Seoul.

The Future of China.

Chinese Team for the Far Eastern Olympiad.

Shipping Notes.

The M.M. Steamer "Paul Lecat."

Boycott of a Chinese Steamboat Company.

The "Jutlandia."

The "Waterwitch."

An Open Secret.

Company Meeting:—

Canton Insurance Office, Ltd.

Interport Cricket.

Currency Questions in the Straits Settlements.

British Borneo Petroleum.

The Republic of China.

Fine Harvest in North Yunnan.

No Opium in Hunan.

Riots at Sanyat.

The Hukang Loan.

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Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 20th October, 1912.

PUBLIC COMPANY

HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SECOND ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned, Queen's Buildings, Victoria, Hongkong, on TUESDAY, the 29th October, 1912, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th October, 1912, both days inclusive.

BRADLEY & Co., General Managers.

Hongkong, 17th October, 1912. [1234]

INTIMATIONS

NOTICE.

THE Reverend Mother Superior and the Sisters of the French Convent beg to announce that their ANNUAL BAZAAR will take place ON WEDNESDAY, the 30th October, 1912, at 2 o'clock in the afternoon, at CITY HALL.

There will be a good display of fancy work and embroidery of the latest style; also Fancy Articles and useful objects suitable for Christmas Presents.

The Reverend Mother will be very grateful to all those who will kindly assist at the Bazaar and who will thus help the Convent in its work of encouraging the orphans, the blind, the infirm, and the aged.

The Reverend Mother wishes to thank all the Ladies of the Colony who have so eagerly accepted the invitation to help at the Bazaar.

Hongkong, 22nd October, 1912. [1249]

AL FRESCO FETE

IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL.

To be held in the Compound of the ROMAN CATHOLIC CATHEDRAL, ON SUNDAY, the 3rd NOVEMBER, from 9 a.m. to 11 p.m.

UNDER the most Distinguished Patronage of His Excellency the GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G., and LADY MAY.

Admission Ticket \$1.00, which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the Evening of the Fete only.

The Public is respectfully invited to inspect the various stalls from 2 to 7 p.m. on the 3rd November.

Tea, Cakes and Refreshments will be served during the Afternoon and Night.

GRAND CINEMATOGRAH show will be exhibited during the Evening and Night.

By kind permission of Lieut. Col. HAMILTON and OFFICERS, the Band of the King's Own Yorkshire Light Infantry will play from 9 to 11 p.m.

Tickets can be obtained from TO-DAY at MESSRS. GRACA & Co., Pedder Street, and at the ROMAN CATHOLIC CATHEDRAL, on SUNDAY, 3rd November, from 9 a.m. to 7 p.m., and at the Gate on Night of the Fete.

Hongkong, 24th October, 1912. [1253]

WANTED.

A CHINESE PARTNER (Cantonese preferred), with Ten Thousand Dollars Cash, for an Established Business. Good opportunity for an energetic, Young Man. Apply in first instance to:—

R. A. S., Care of "Daily Press" Office. [1221]

WANTED.

BY MARRIED COUPLE to SHARE FURNISHED HOUSE on the Higher Levels.

Apply to:—

"F. E. D.", Care of "Daily Press" Office. Hongkong, 12th October 1912. [1067]

TO BE SOLD.

GLENSHIEL, 124 and 125, BAKER ROAD, close to Tram Station.

For full particulars as to view &c., apply to:—

No. 191, Care of "Daily Press" Office, Hongkong, 25th October, 1912. [1256]

WEI HAI WEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations: Sea Bathing, Boating, Cricket, Football, etc.

For terms apply to the Headmaster, HERBERT L. BEEF, L.C.P. [1083]

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(FOR ONE MONTH ONLY).

SILK FANCY GOODS

of all kinds.

AT EXTREMELY LOW PRICES.

BARGAINS! BARGAINS! BARGAINS!

D. CHELLARAM,

56, Queen's Road.

Hongkong, 7th October, 1912. [1183]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River.

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WOVEN IN ONE PIECE WITHOUT SEAM

EXCLUSIVE DESIGNS and EFFECTIVE COLOURS.

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INTIMATIONS

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NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Offices of the Undersigned, Queen's Buildings, Victoria, Hongkong, at 12.15 o'clock on TUESDAY, the 29th day of October, 1912, for the purpose of considering and (if thought fit) passing the following Resolution as an EXTRAORDINARY RESOLUTION:—

"That the General Managers of the above Company do in pursuance of the powers in that behalf contained in the Memorandum and Articles of Association of the above Company take all necessary steps to promote and form in the Empire of Japan a Company of the kind known and referred to in the laws of the said Empire as a 'KABUSHIKI KAISHA', the objects of which 'KABUSHIKI KAISHA' shall be similar in all material respects to the objects of the above Company as contained in its Memorandum of Association and which 'KABUSHIKI KAISHA' when formed shall be subsidiary to the above Company and shall take over and acquire from the above Company the steam trawler s.s. 'Hoi Fung' and that the above Company shall acquire and hold on behalf of its shareholders shares in the said 'KABUSHIKI KAISHA'."

BRADLEY & CO., General Managers.

Dated the 17th day of October 1912. [1235]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on TUESDAY, the 29th day of November, 1912, at 12 o'clock Noon, when the subject of the Extraordinary General Meeting of the Company held on the 15th day of October, 1912, will be submitted for confirmation as a Special Resolution.

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

By Order, W. E. CLARKE, Secretary.

Dated the 15th day of October, 1912. [1223]

THE UNITED SINGAPORE RUBBER ESTATES, LIMITED.

(IN LIQUIDATION.)

NOTICE IS HEREBY GIVEN that a FINAL DIVIDEND of 6½ Cents per Share can be obtained by Shareholders of the above Company at the Registered Office of the Company, Commercial Union Buildings, Singapore, on any business day between the hours of 10 a.m. and 4 p.m.

Notices have been issued to persons whose names appear on the Register of Members and such Notices should be produced EXACTLY at the time of Claiming Dividends.

Persons whose names do not appear on the Register and who Claim Dividends in respect of rights acquired must produce a Letter of Authority from the Registered Proprietor of the Shares. Forms of such Letter of Authority may be had on application of the aforesaid

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:—

Bombay Calcutta Canton Cebu Colon Hongkong Hankow Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

CAPITAL AND RESERVE ... \$6,000,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 30th July, 1912. [1248]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed (paid up) ... Yen 10,000,000

Reserve Fund ... Yen 2,250,000

Reserve Fund ... Yen 2,250,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:—

Amoy Swatow Taiwan

Canton Kobe Tientsin

Hankow Nagasaki Tokyo

Keelung Osaka Yokohama

HONGKONG OFFICE:—

5, DES VOGES ROAD, Wai.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,850,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:—

Antung-Hsien Liao-Yang Hsiao-Jung

Calcutta (Port Arthur) San Francisco

Bombay Lyons Shanghai

Changhai Nagasaki Tientsin

Dairen (Dalay) Newchwang Tientsin

Fongtsien (Mukden) New York Tokyo

Hankow Osaka

Hongkong Peking

Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 3rd October, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS:—

STRIKING ... \$1,500,000 at 2/—=\$15,000,000

SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

E. SHELLEY, Esq.—Chairman.

F. H. ARMSTRONG, Esq.—Deputy Chairman.

S. H. DODWELL, Esq. F. LIEB, Esq.

Andrew Forbes, Esq. W. L. PATTENDEN, Esq.

G. FRIEDLAND, Esq. Hon. Mr. C. H. ROSS.

C. S. GIBNEY, Esq. H. A. SLOES, Esq.

G. R. LAURENS, Esq.

CHIEF MANAGER:—

Hongkong—N. J. STARR.

ACTING MANAGER:—

Shanghai—A. G. STEPHEN.

LONDON BANKERS:—

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4½ per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 22nd August, 1912. [19]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000

SUBSCRIBED ... \$1,125,000

PAID UP ... \$420,000

RESERVE FUND ... \$365,000

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40, Threadneedle Street, LONDON, E.C.

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Bombay, Calcutta, Ceylon, Hongkong, Mad

NAPIER JOHNSTONE'S
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WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
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IMITATIONS.
SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

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MARTIN'S
APIOL-STEEL
EXTRACT
A French Preparation for all Rheumatic Affections.
It is the only one that is not only effective but also
pleasant to take. It is the only one that is not only
effective but also pleasant to take. It is the only one
that is not only effective but also pleasant to take.
MARTIN'S
APIOL-STEEL
EXTRACT

Rowland's
Macassar
Oil
FOR THE HAIR.
Preserves, Beautifies, Restores it. Closely
resembles the natural oil in the hair,
which nature provides for its preservation.
No other article possesses this property.
Without it the hair becomes dry, thin, and
withers. Poor hair may be the effect of
a beautiful face. Good hair adds charm
and interest to a plain one; every Toilet
Table should possess this oil.

LADIES should always use it for their
own hair and for their children's hair
as it lays the foundation of a luxuriant
growth. Golden Colour for fair hair.
Of Stoves, Chemists, and ROWLAND'S,
47, Hatton Garden, London. Avoid
cheap worthless imitations—buy only
Rowland's.

DYSPEPSIA
and Diseases of the
Stomach and Intestines
may be speedily relieved and in a
short time entirely cured by a safe
and absolutely harmless remedy,
recommended by the medical profes-
sion of Europe.

STOMALIX

As this remedy is named, is introduced to the
public as the best and safest treatment in
all cases of indigestion, dyspepsia, and
dysentery, indicated by the following symptoms:
Costed, tongue, lack of appetite, vomiting,
acid, burning pain in stomach, belch-
ing, acidity, flatulence, constipation, colic,
general depression, aversion to certain foods,
dyspepsia, diarrhoea, headache, etc.
Stomalix is prepared by Sarr de Caron, a
physician, surgeon and pharmacist of highest
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For more information, Stomalix cure, this
is a new medicine, which restores the function of
a medicine, but restores the digestive functions
to induce health, with the capacity to do their work
without further aid. For Sale by all Druggists.
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FRANCIS NEWBURY & SONS, Ltd., London, Eng.

AGENTS: A. S. WATSON & Co., Ltd., Hongkong.

THE GERMAN COLONY IN CHINA.

[BY LOUIS HAMILTON IN "UNITED EMPIRE."]

Little attention seems to be paid in the heart of the Empire to the foothold of Germany in China, and (apparently) almost none in the great Dominions. Yet surely the future of China and the part that Germany may play in the evolution of 400 millions of the world's population are matters which vitally concern every section of the British Empire. Australasia especially should take interest in this question. For the rest, old colonising nation that we are—using the word colonising in its modern sense—we have not learnt all our lessons yet. We can learn much from what Germany is doing quietly and unostentatiously in China. Her introduction of order, health, system, education, and afforestation are respect-compelling factors which speak eloquently to awakening China of a country which to her is a new world. Power risen out of obscurity. She no longer looks upon Kiaochow as a thorn in her side, but as a sound spot, from which the health-giving example of Occidental civilisation radiates through the Celestial Empire.

Germany's conviction that she needed a foothold in the Far East dates back further than is generally supposed. If this conviction was in no way widespread, yet there were politicians far-sighted enough—and in those days, before the consolidation of the Empire, it required an extraordinary amount of far-sightedness—to recognise that a footing of a concrete form was an indispensable condition to any expansion of German trade and political influence in China. Amongst the first promulgators of this idea was Baron von Richthofen, who drew attention in Germany to the importance of Kiaochow Bay as far back as 1868.

Britain was in possession of Hongkong, Portugal of Macao, France of Tongking, Japan of Formosa before Germany gained a permanent foothold on Chinese soil. The small settlement areas in Tientsin and Hankow secured by her after the peace of Shimonoseki could in no way be regarded as real strategic points, nor could they count as footholds. Germany had three places on the Chinese coast in view—Amoy, Samasala Bay, and Kiaochow Bay. Partly as the result of the murder of two members of the German missions in Shanghai, the latter place was finally decided on, and German warships appeared before Tsingtau, and troops were landed. On March 8th, 1898, a treaty was concluded between Germany and China whereby the Bay of Kiaochow was leased from China for a provisional term of 99 years. The ultimate steps that led to this leasing of Chinese territory were not, however, solely actuated by commercial interest. The Chino-Japanese war had pointed to the necessity of a military base in the shape of a naval and coaling station for Germany, if she hoped to develop trade in the Far East and be in the position to protect it. On April 27th, 1898, the territory was declared by an Imperial edict to be a German Protectorate.

The Bay of Kiaochow is an extensive inlet, the entrance of which is 13 miles across. The east side is low and rocky, and it is here the town of Tsingtau has been erected in place of a forlorn and dilapidated Chinese village and military camp. The western side of the entrance is also rocky in character, and forms another promontory, the hills of which rise to 600 feet; here the shore is treacherous and dangerous, whereas that of the eastern side of the entrance offers no difficulty to navigation, and has a good stretch of sandy beach. The bay itself is so large that land at its head can only just be seen from the entrance, from which it is about twenty miles distant. The waters of the same gradually get shallower as its north side is approached, owing to an accumulation of sand. Consequently the old Chinese city Kiaochow (once a port of some importance) lies nearly five miles from the bay, and beyond the limits of the German Protectorate proper, which only extends to high-water mark around the head of the bay along its northern and western shores. The total area is 183 square miles; that of the "hinterland" sphere of influence, the demarcation of which is a 50-kilometre radius, is 2,750 English square miles. The population of the Protectorate is roughly 160,000 Chinese; that of the town of Tsingtau 35,000 Chinese, and 2,000 Europeans exclusive of 2,000 German troops.

The Bay of Kiaochow, as a glance at the map will show, seems to be the natural entrance and exit for the Province of Shantung, and by many is considered the maritime key to the whole of the province. Shantung itself, of all the coastal provinces of China, is economically the least exploited, and it compares in this respect unfavourably with the other maritime provinces. Yet this is not due to lack of natural resources in the interior; its coal alone will make it one of the most important coastal provinces of China. With the exception of the Hwang-Ho (Yellow River), which cuts through the north-western portion of the province, Shantung is not blessed with great navigable streams, nor are the coal-fields tapped by the Hwang-Ho or Yun-liang-ho (Imperial Canal). The great canal would hardly be of any use for the transport of such heavy and bulky material as coal. Nor is it to be depended upon as a waterway; and the Yellow River at its best only permits of a limited and slow water traffic.

Like many a country, the province needed that magic wand, the railway, to call forth undreamed-of development and prosperity, not only for itself but for its hinterland, the coal and iron province Shansi. The fact that part of the latter province north of the Yellow River is connected with Tientsin by a number of navigable rivers does not in any way detract from the value of the railway, owing to the fact that these rivers are frozen in winter.

It seems needless to remark that a port with coal at its door is best suited for a naval stronghold. Such a one was not easily found, and the number of ports to choose from was lamentably small. Hongkong and Shanghai are the two emporia of the south, and in the north

W. M. POWELL, LTD.

GENTLEMEN'S
OUTFITTERS,
EVENING WEAR SPECIALISTS.

SOFT AND STIFF
DRESS SHIRTS
PERFECT FITTING.

COLLARS
IN NEW SHAPES.

GLOVES, SOCKS, TIES, PUMPS.

SMART
DRESS BOOTS & SHOES.
PRICES REASONABLE.

28. QUEEN'S ROAD.
12. DES VŒUX RD.

there were but two places pre-eminently suited to Germany's purpose. One, Tientsin, was for various international and other reasons out of the question; Kiaochow alone remained to be chosen. The places suitable for consideration along the southern coast did not fulfil the required conditions. Contrary to expectations it was found that they had not even safe harbours. Certainly they would have an economically well-developed hinterland; but none had an extensive hinterland; their limits are soon reached; nor would the exports from even the nearest districts have flowed to a place which had to be newly founded, for each valley had its old-established trade and traffic outlet. Briefly there was no port with suitable interior possibilities "going a-begging" on the S.E. coast, and the choice of a future German foothold lay between the Yang-tse-kiang and Yellow River, at a spot both protected and offering a safe harbour and anchorage, easily fortified, and free from ice.

The chief town of the Protectorate is Tsingtau. It lies near the end of the north-western peninsula that forms the narrow entrance of the bay. Its southern part looks to the Yellow Sea, its northern part stretches almost across the peninsula and faces towards the bay and the harbours ("Kleiner Hafen" and "Grosser Hafen"). Thus the town has anchorage to the south (Tsingtau Bay) and to the north. The large harbour has three moles, the first accommodating five vessels with berths, the second likewise, the third is for kerosene ships. The first mole projects out towards a small island from which a sea-wall (five kilometres in length) has been built in a semicircle to the land, and the two form the entrance to the large harbour with its area of about 300 hectares, perfectly protected from the waves of the bay. Loading and unloading of ships, warehousing, etc., are carried out by the Government. The moles and quays of both harbours are connected up with the Shantung railway, enabling goods to be transferred at once from ship to rail and vice versa. The harbour works, among the best in East Asia, are lighted by electricity, and perfectly paved; the sheds, warehouses, and other harbour buildings, either of brick or stone, are ornamental as well as useful, which is more than can be said for most buildings of this class. The Great Harbour has a minimum depth of 93 metres. Finally there is a large shipbuilding yard known as the "Tsingtauwerft" provided with a 10,000-ton floating dock, a 150-ton crane, and a mile of quays. Both warships and other ships can be docked and repaired. The Small Harbour serves for coasting craft and junks, and possesses a landing-bridge 130 metres in length, and other conveniences such as coal, wood, and storage yards and sheds.

Tsingtau was declared a free port in September, 1898; it is a harbour with all the advantages of a treaty port. As a free port, remarks the "Directory and Chronicle for China and Japan" (1910), "it especially recommends itself as an emporium, since the merchant could there store, free of duty, his wares from abroad, or his raw material brought from the interior of China." China first levied import duties on goods coming there by sea; if they were transported across the Protectorate borders, the export duties only applied when they were sent from the German Protectorate on arrival from Chinese territory. According to the 1908 Convention, however, Tsingtau ceased to be a free port, and duties are now collected there by the Imperial Maritime Customs. But in pursuance of a special agreement between the German and Chinese Empires, China refunds 20 per cent. of the duties collected. According to the Customs Report of 1908 "the principal object of the arrangement, which moreover afforded the opportunity of a political rapprochement and material concessions for mutual benefit on both sides, was the creation and promotion of trade and commerce between the 'Pachtgebiet' and the Chinese hinterland." The results of the first epoch have conclusively proved the wisdom of this novel arrangement. Under its trade developed beyond expectation, and rose from a value of 2,000,000 taels in 1899 to 22,000,000 in 1908; and Tsingtau, the former dilapidated fishing village, grew into a handsome city with a flourishing mercantile community and a promise of good profits and further development. Its success emboldened the merchants, foreign and Chinese, to ask for the limitation of the free area (which formerly comprised the whole Pachtgebiet) to the harbour on much the same lines as the German free ports Hamburg and Bremen. The chief advantage of this step lies in the removal of Customs control from the railway station to the free area, and the consequent freedom of goods and passengers to pass in and out, from and to the hinterland, without hindrance or control of any kind—a traffic simplification from which a considerable trade was expected. This expectation was realised during the first year. The total value of the import and export trade of the year (30.7 million Haikwan taels) showed an increase of 8.2 million, or 33 per cent. over that of the previous year. Another feature deserving of record is the influence on the Chinese. The new arrangement inspired confidence in the stability and future of the port, and has attracted artisans, traders, and wealthy Chinese firms, which, hitherto dealing with Chefoo, had kept aloof from the place.

(Continued on Page 6.)

BANISH
INDIGESTION

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Mr. Robt. Woodgate, of Withersden Cottage, Titchhurst Road, Stonegate, Sussex, writing on April 18th, 1912, says:—"Some months ago I fell ill of indigestion. My trouble consisted of flatulence, headache, and constipation. The flatulence was so severe that I have many a time paced up and down my bedroom all night long, quite unable to get a wink of sleep. A night spent in this manner would be followed by an equally dreadful day of dull, oppressive headache. For a long time I could find no relief, though I tried many medicines and several different kinds of treatment, but two bottles of Mother Seigel's Syrup cured me completely."

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HEAD OFFICE: 71, LOMBARD STREET, LONDON, E.C.

Deposit and Current Accounts (31st December, 1911) - £24,658,827
Cash in hand, at call, and at short notice " 21,534,121
Bills of Exchange " 10,810,518
Investments " 11,032,467
Advances and other Securities " 46,305,970

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CURES CHRONIC WEAKNESSES, DRUGS, LOST VIGOR, ETC.
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SEND STAMP ADDRESS ENVELOPE FOR
FREE BOOK TO DR. LE CLERCQ MED. CO.
LAVASTROT, 80, REMPARTS, LONDON.
TRY NEW DRUGS (PATENTED) FORM OF
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SEE THAT TRADE MARKED WITH THE DRAGON IS ON
BOTTLE. BEWARE OF IMITATIONS. 15 C
INSIST ON HAVING THERAPION.

GREEN OLD AGE

Assured by the Occasional Use of
Dr. Morse's Indian Root Pills.



To reach a green old age and enjoy good health can only be obtained by the care of the system. It is from the little irregularities of the system that the common ailments arise, and nature gives many indications of the approach of these complaints which, if treated at once, may be warded off. Growing old ought not to mean growing weak and feeble. It does not mean weakness or feebleness for those who eat with a good appetite and sound digestion. It is of the utmost importance that old people should retain the power to digest and assimilate food, which is the sole source of physical strength. When age brings feebleness, it is generally because of the failure to assimilate the nutrition contained in food. To those in declining years who find that Nature responds less readily to the demands made upon her, and who need a mild yet searching remedy to keep their system in proper working order, there is nothing like **Dr. Morse's Indian Root Pills.**

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Blotches, and all Female Ailments.

DR. MORSE'S INDIAN ROOT PILLS

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THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPE.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of *Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.*

DOSE: One wine-glass after the two principal meals.
Each bottle of genuine **VIN SAINT-RAPHAEL** bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

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CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

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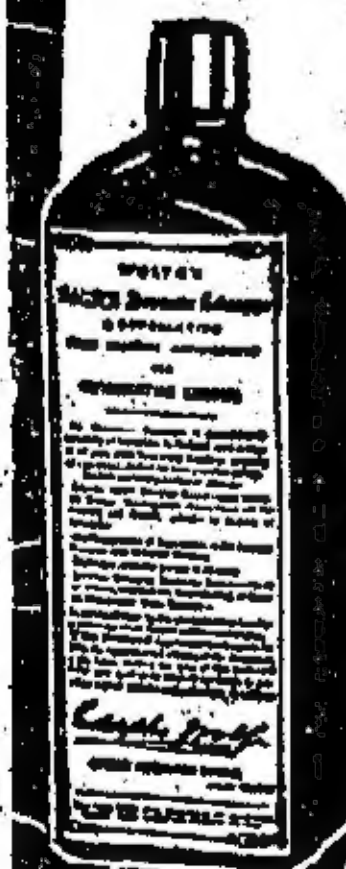
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WOLFE'S Aromatic Schiedam SCHNAPPS

wherever you may be. It is to ordinary spirits what champagne is to ordinary wines, representing the supreme perfection of a distilled spirit, and the highest possible point of purity. It is suitable alike for women and men, and possesses tonic properties that render it healthful, invigorating, and in every sense beneficial.



The best Pick-me-up. The best Tonic. The best Digestive.

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"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
SAMPLE GRATIS

SHACKELL EDWARDS

THE GERMAN COLONY IN CHINA.

(Continued from Page 5.)

It may be further noted here in reference to the harbour, its entrance and navigable channels, that they are open to traffic by day and night, being furnished with the most up-to-date systems of lighting and buoying. Small wonder then that it now holds the seventh place among the thirty-six maritime customs offices.

Given a good harbour and a vast hinterland connected by railway, poor indeed must be the resources, natural and otherwise, of a country if the possession of such a commercial wedge does not produce great wealth to the nation possessing it. In the Shantung railway Germany controls a vein along which her own and Chinese trade is beginning to pulsate. In spite of enormous difficulties due to unfavourable geographical features in the shape of rocky hills and general irregularity of the ground, and partly to the unrest during 1899 and 1900, the railway was constructed to Kiaochau (74 kilometres) by the spring of 1901, and to Weihien (184 kilometres) a year afterwards; in 1903 it had reached Tschien (256 kilometres), and on June 1, 1904, ran into Tsinanfu (365 kilometres), the capital of Shantung. Thus the vast coal-fields of Shantung were joined to the coast, and the same year saw the completion of a branch line to Poshan, another important coalfield. The company may for the first ten years fix its own rates; after this period the Government reserves to itself the decision of maximum coal freight rates. The company has been able to pay a dividend of 4 per cent. for some years. When a certain limit has been reached the Government shares in the profits and spends them for the benefit of the Protectorate.

By means of the Tientsin-Pukau railway, which passes through Tsinanfu, the Shantung railway will soon form a branch of this vast trans-Chinese trunk line, and Tsingtau will be connected with Peking in the north, establishing direct rail communication with Germany and Europe; while to the south connection will be established with the Yangtze. A glance at a "big map" will show that it would require a very fertile imagination to even attempt to guess at the enormous prospects which will soon be opened up for Germany's "Stützpunkt" in China.

The Shantung railway possesses exclusive mining and other rights 15 kilometres on each side of the rail, not only to Tsinanfu but to Tschienfu in the south of Shantung (on completion of the railway). The plan is to connect this latter town with Tsingtau and Tsinanfu; in this way the province will be traversed by a vast triangular railway from east to west, from north to the south-west, and again from the south towards the north-west. The primary object in running a line to Tschienfu in future is to tap the coal and iron-fields in the vicinity of which von Richthofen reports most favourably. As the whole of the northern section of the Tientsin-Pukau railway is being built by German engineers, and most of the material employed comes from Germany, the profit to the Empire is considerable. The annual number of passengers carried is in round figures 800,000, and the same number of tons freight. These figures are of course rapidly increasing.

In connection with the Railway Co. is the Shantung Mining Co., which was founded to work the minerals of Shantung. After extensive investigations, based on scientific calculation, Baron von Richthofen writes: "We may expect that the coalfields of Shantung, as soon as they are opened for mining and connected with Kiaochau by rail, will be destined to produce a large share of the coal supply of East Asia." Poshan coal is particularly well adapted for modern steamship purposes; for this reason the German East Asiatic squadron contracts for this coal. Weihien coal is better fitted for house and factory purposes. Both qualities have gained a firm footing in the Shanghai market.

Where the German is, the schoolmaster is abroad. The German school had 102 pupils on July 1st, 1911; of these twenty passed the "one-year volunteer examination," which entitles them to serve one year in the army instead of two or three; from this category officers are recruited. Residents serve in the garrison under the same conditions obtaining in the Home country. The Kiaochau garrison, be it noted, is very popular in Germany, and many well-to-do young men go out there from Germany to serve, and become acquainted with the Far East. A German-Chinese High School was opened in October, 1909. Medicine, law, agriculture, technical subjects, and forestry are taught, as well as all subjects of the German gymnasia. In fact instruction is given in everything that forms the subject of instruction in Germany. This means that Tsingtau will soon be turning out her own lawyers, doctors, engineers, foresters, etc.

But perhaps the greatest work the Germans are doing is afforestation. Starting in the very streets of Tsingtau, which are now planted with pleasant trees, surrounding the neat villas and massive public buildings with parks and shady gardens, the green health and moisture-bringing woods are spreading over the neighbourhood and into the hinterland. Those who have been to China know how the Chinese have sinned in their irrational destruction of forests, and can appreciate the educational value to the country of Germany's afforestation policy which is in fact turning the once treeless and nude Protectorate territory into a pleasantly wooded country. But ornament takes a second place, utility the first. The woods already supply the mines with an ever-

trees, the wood of which will finally be employed in the mines. Nor is the work of afforestation limited to timber trees, but extends to the planting of orchards.

There is little to remind one in Tsingtau that one is not in some thriving German coastal town. The streets are lighted by electricity and are macadamised, many are lined with trees. All the public buildings are of stone, the houses of brick, and built with a view to architectural harmony; hospitals, post-offices and market-hall, all bear the stamp of order, neatness and prosperity, and the town and its neighbourhood from which fine roads lead to the interior are an eloquent example to the Chinese, and an object lesson by which the country is bound to profit. Of course where the rocks are bare on the surface (and such is often the case throughout the Shantung peninsula) afforestation is impossible, and road-making laborious and expensive. But the fertility of the valleys, plains, and country between the ranges weighs well in the scales against much that is inhospitable in the immediate neighbourhood of the town.

The Government of the Protectorate lies in the hands of an active naval officer assisted by the heads of the various administrative departments, forming a council, and four members of the civil population, one of whom may be a native of China. Finally, should the necessity ever arrive, Tsingtau could be made into an impregnable fortress of the first order—for which, indeed, nature seems to have destined it.

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Dear Sirs,—I have been suffering for several years from tuberculosis of the lungs and it is impossible for me to speak too highly of the extraordinary effect your preparation has had upon me during this terrible condition. It has not only checked the wasting, decreased the cough, and lessened the irritation of the tubes, but has greatly increased my digestive powers, so that I have been able to assimilate a greater amount of nourishment. I pay distinctly (and I am a medical man who has been and am attending me hold the same opinion) that Angier's Emulsion is the most valuable weapon in the fight against consumption. You may refer whomsoever you please to me.

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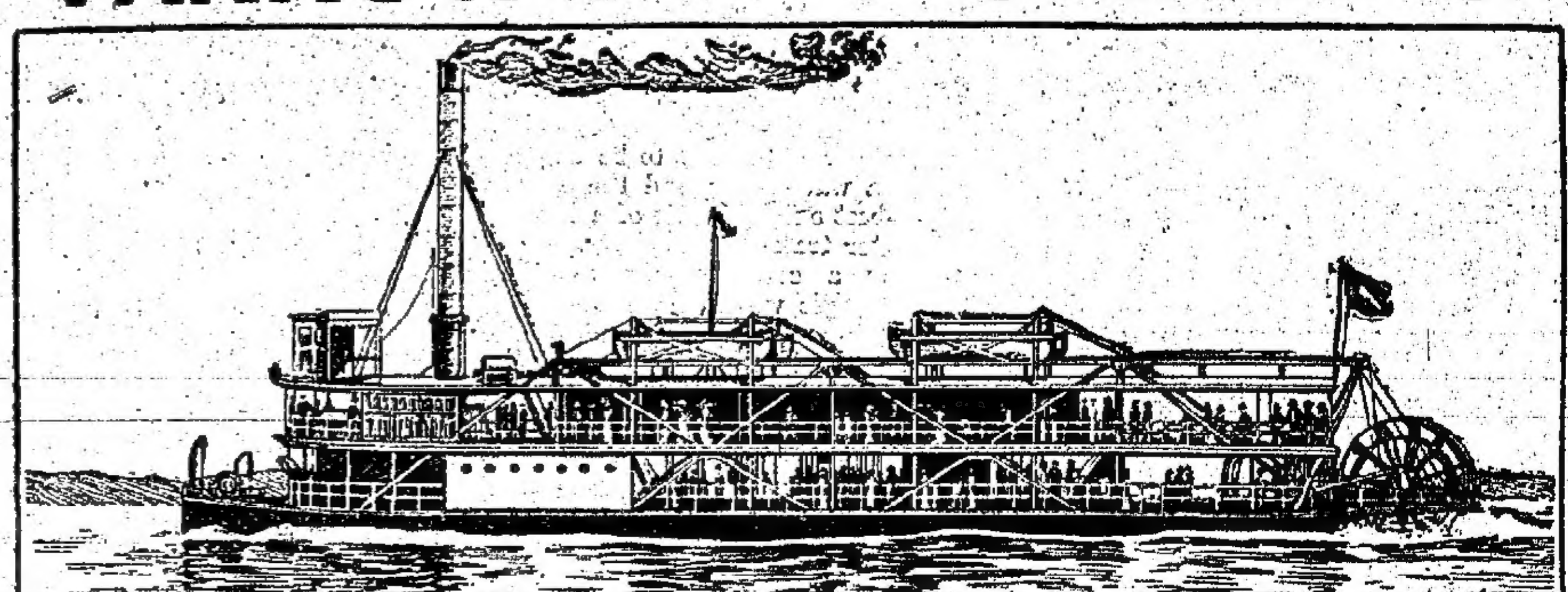
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Calling at AMOY and KEELUNG if sufficient inducement offers.
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NILE	11,000 tons.		Pacific) through Service via
CHINA	10,200 tons.	SPEED.	NEW YORK to Europe.
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MANCHURIA	27,000	TUESDAY,	17th Dec., at 1 P.M.
NILE	11,000	TUESDAY,	31st Dec., at 1 P.M.
MONGOLIA	27,000	TUESDAY,	7th Jan., at 1 P.M.
PERIA	9,000	TUESDAY,	23rd Jan., at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915.

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 26th OCTOBER, 1912.	SATURDAY, 26th OCTOBER, 1912.
8 a.m. "HONAN."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

SUNDAY, 27th OCTOBER, 1912.

10 p.m. "FATSHAN." 4 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
Week days at 7.30 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 7.30 a.m. and 5 p.m. from the Company's Wing Lok Street Wharf.
The Company's Steamship

Will leave from WING LOK STREET WHARF at 2 p.m.

"SUI AN"

Will make an extra trip, leaving Hongkong at 6 p.m., returning from Macao on Sunday at 6 p.m.

EXCURSION TO MACAO.

SUNDAY, 27th OCTOBER.

The Company's Steamship "HEUNGSHAN"

Will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 a.m.,
and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 6 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons; and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov. at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.
TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at D'light.
S.S. "AFRICA," 8,640 tons, will leave as above on 6th Dec., at D'light.
Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FRIEDLAND AND VENICE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "CHINA," 11,800 tons, will leave as above on 31st Oct.
S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.
TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "NIPPON," 13,950 tons, will leave as above on 31st Oct.
S.S. "PERIA," 12,500 tons, will leave as above on 30th Nov.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 10th October, 1912. Princes' Building. [155]

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "CEYLON" 9,000 On 17th Nov.
Kobe and MOJI "JAPAN" 9,000 About 28th Oct.
COPENHAGEN & BALTIC "JAPAN" 9,000 About 28th Oct.
For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.
YORK BUILDINGS, TOP FLOOR.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC**DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU 21,000 tons.

S.S. CHIYO MARU 21,000 tons.

S.S. SHIYO MARU 21,000 tons.

S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra, Daily bath, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the special trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

SHIPPING REPORTS.

The British str. *Kuichow* reports:
Strong N.E. monsoon from Turnabout.
The British str. *Delta* reports: Mode-
rate to fresh north-easterly winds and
fine weather.

PASSENGERS.

ARRIVED.

Per *Kuichow*, from Tientsin, Mr.
Fleming.
Per *Zaiyong*, from Manila, Messrs. P.
Luttinghaus, A. H. Tait and J. Gibney.
Per *Delta*, for Hongkong, from Shang-
hai, Mr. M. E. Peabody, Mr. Mrs. and
Master Smith, Mrs. A. O. Gill, Mrs.
M. Mitchell, Mr. A. Ritchie, Mr. and
Mrs. Dick, Comdr. Basil Taylor, R.N.,
Mr. W. McCulloch, Mr. W. A. Burd-
heiner and Mrs. Evans, infant and amah.

DEPARTED.

Per *Zafiro*, for Manila, Mr. and Mrs.
Raymond Deal, Mr. and Mrs. F. Fields,
Mr. and Mrs. C. L. Roy, Mr. G. Ches-
bro, Mr. C. Smith, Miss M. Carson, Miss
E. Orville, Miss D. Finerty, Miss Eva
Stone, Miss M. Jaspersen, Rev. and Mrs.
Jansen, Mr. L. A. Jansen, Mr. F. Reyes,
Mrs. M. Mitchell, Mr. N. Yashara, Mrs.
Nakamoto, for Iloilo, Mr. and Mrs.
A. W. Gordon and child; for Cebu, Mr.
Liao Titeo, Mr. Vy Samque and Mr. N.
D. Law.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Persia* left Yokohama for
this port via Kobe, Nagasaki and Shang-
hai on the 25th October, between 8 and 10
a.m., carrying the American mails.
The H.A.L. str. *Sachsen* left Shanghai
on the 25th October, a.m., and may be
expected here on or about the 29th
October, a.m.
The str. *Jelunga*, from Calcutta, left
Singapore on the 25th October, a.m., and
may be expected here on or about the
30th October, a.m.

WEATHER REPORT.

On the 25th at 11.35 a.m.—Pressure has
decreased considerably over S. Manchuria and
moderately over N.E. China. A depression
appears to have formed to the N. of Korea.
Pressure has increased slightly along the S.
coast of China.
The depression over the central Philippines
has deepened slightly. It may become a
typhoon.
Moderate monsoon is indicated along the E.
coast of China, and over the N. China Sea.
Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 0.00 inches.
The forecast for the 24 hours ending at noon
to-day is as follows:

DISPERCT FORMCAST.

• Hongkong & Neighbourhood

Formosa Channel N. winds,

South coast of China between fresh.

Hongkong and Lamooka No. 1.

South coast of China between The same as

Hongkong and Hainan No. 1.

• N.E. winds, moderate; fine.

CHURCH SERVICES.

UNION CHURCH, Kennedy Road. Preacher,
Rev. C. H. Hickling. 11 a.m. Worship.
Hymns, 67, 294 and 80; Psalm 103, "Sunset and
evening star." 12 noon, Communion. 4 p.m.,
Children's Service. 6 p.m., Worship. Hymns
395, 461, 186 and 203.

St. John's Cathedral, Hongkong, 27th
October, 21st Sunday after Trinity. 11 a.m., Holy
Communion (8.15 a.m.). Matins (11.00 a.m.).
Responses, Psalms: Venite, Iliad; Psalms:
Beethoven, Garret, Troutbeck; Te Deum,
Woodward, Smart, Turle; Benedictus, Garret;
Hymns, 270, 249, 540. Evensong (5.45 p.m.).
Full Choir. Responses, Psalms: of the
27th evening; Magnificat, and Nunc Di-
mitis, Stanford in B; Anthem, "O Gladsome
Light." Sullivan; Hymns, 185, 431. Sevenfold
Amen. N.B.—Psalm 126, verses 1, 2, 7 in
unison; Psalm 127, verses 1, 2, 6 in unison;
Psalm 128, verses 6, 5 in unison; Psalm 129,
verses 1, 2, 5, 6 in unison; Psalm 130, verses 1,
2, 7, 8 in unison; Psalm 131, verses 4, G. P. in
unison; Hymn 431, verses 1, 4, 5 in unison.

**NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER" Capt. F. Prosch.	17,000	{ Wed. day, 30th Oct., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. H. Rehm.	17,000	{ About Wed. day, 30th Oct.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"GOEBLENZ" Capt. L. Klugkist.	6,750	{ Saturday, 2nd Nov., at 9 a.m.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. Lenz.	6,000	{ About Tuesday, 12th Nov.
KUDAT and SANDAKAN	"BOERNEO" Capt. F. Semhill.	5,000	{ Middle of Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphic
New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 25th October, 1912.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD, BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMEN"	21,000 "	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250 "	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" 16,000 "		ON MARCH 19TH.
"YORCK"	17,000 "	ON APRIL 1ST.
"PRINZESS ALICE"	20,300 "	ON APRIL 16TH.
"LUETZOW"	17,300 "	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE
FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 21st September, 1912.

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BRITISH INDIA S. N. CO., LTD.**A P C A R LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**

S.S. "JELUNGA," 5,206 tons, Capt. D. Macfadyen, will be despatched
for SHANGHAI, KOBE and MOJI on 5th Nov.
S.S. "JAPAN," 6,013 tons, Captain L. Y. Archdeacon, will be despatched to
SHANGHAI, KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 9th Nov.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 5th Nov.
S.S. "ABRAHAM APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched
for SINGAPORE, PENANG, RANGOON and CALCUTTA on 9th Nov.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 26th October, 1912.

AGENTS.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller ...	Manila, Mangarin, Iloilo and Cebu	On 7th Nov., 4 P.M.
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 16th Nov., 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers,

HONGKONG, 26th October, 1912.

PHILIPPINES S.S. Co.

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SHIPPING

ARRIVALS.
SVORICH, British str., 2,146, F. Smith, 25th October—Singapore 19th October, General—Gibb, Livingston & Co.
OWTAN, German str., 1,120, W. Heher, 24th October—Bangkok 10th October, Rice and Meal—Butterfield & Swire.
NIGHT MARU, Japanese str., 1,852, T. Nakamura, 25th October—Karatsu 19th October, Coal—Mitsui Bishi Goshi Kaisha.
LITA, British str., 4,780, E. P. Martin, 25th October—Singapore 19th October, General—Gibb, Livingston & Co.
AMUN, British str., 615, J. Evans, 26th October—Swatow 24th October, General—Douglas, Lapraik & Co.
PAN, Swedish str., 3,262, C. A. Paulson, 25th October—Mojito 20th October, Coal—Order.
AFONSO, British str., 1,025, J. V. Sidford, 25th October—Manila 22nd October, General—Butterfield & Swire.
LANG PING, Chinese str., 1,822, Randley, 25th October—Chinkiang 19th October, General—Chinsee.
URICHOW, British str., 1,215, Finlayson, 25th October—Tientsin 15th October, General—Butterfield & Swire.
UMSANG, British str., 2,077, F. Wheeler, 25th October—Mojito 20th October, Coal and General—Jardine, Matheson & Co.
KONGSANG, British str., 25th October—Canton.
ABINE, Rickmers, Dutch str., 573, do Vries, 24th October—Shanghai 20th October, Ballast—Asiatic Petroleum Co.
SHIMO MARU, Japanese str., 4,833, Y. Murase, 24th October—Mitsui Bussan Kaisha.
SOSU MARU, Japanese str., 1,119, K. Tashira, 25th October—Swatow 24th October, General—Osaka Shosen Kaisha.
TAICONGIA, Dutch str., 1,070, Haam, 25th October—Singapore 19th October, Bulk Oil—Asiatic Petroleum Co.
TRIUMPH, German str., 25th October—Macau.
TUNGSANG, British str., 1,345, Bramwell, 25th October—Chefoo 19th October, General—Jardine, Matheson & Co.
WONGKUI, German str., 1,115, H. Oltmann, 25th October—Bangkok 17th October, Rice—Butterfield & Swire.

DEPARTURES.
October 25th.
BOMBAY MARU, Japanese str., for Kobe.
FRI, Norwegian str., for Newchwang.
HAICHING, British str., for Swatow.
HANOI, French str., for Hongkong.
INDIA, British str., for Shanghai.
KALGAN, British str., for Canton.
KIEV, Russian str., for Singapore.
TUNGSHING, British str., for Hongkong.
NAYATA MARU, Japanese str., for Sydney.
XUBHUN, Chinese str., for Shanghai.
ZABRO, American str., for Manila.

THE AMERICAN MAIL.
The T.K.K. str. *Tengo Maru* left Kobe for Nagasaki on the 17th October, and is due here via Manila on the 25th October.
The P.M. str. *Feria*, with the American mail, left San Francisco for Hongkong, via Honolulu, Japan ports and Shanghai, on the 5th October.
The P.M. str. *Korea*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Shanghai on the 15th October.
THE AUSTRALIAN MAIL.
The I.M.G. str. *Prins Sigismund* left Sydney on the 19th October, at 11 a.m., and may be expected here on or about the 11th November.
THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 10th October, p.m.
THE GERMAN MAIL.
The I.G.M. str. *Fock*, carrying the German mails with dates from Berlin of the 2nd October, left Colombo on the 19th October, p.m., and may be expected here on or about the 30th October, p.m.
MERCHANT STEAMERS.
The Swedish East Asiatic Co.'s str. *Peking* left Singapore on the 26th October, and is expected to arrive here on the 25th October.
The str. *Benworlich*, from London, etc., left Singapore on the 19th October for this port, and is expected to arrive here on or about the 25th October.
The str. *Rubi* left Manila on the 23rd October, and is due here on the 26th October, at daylight.
The str. *Kursk* left Singapore on the 21st October, a.m., is expected to arrive in Hongkong on the 27th October, a.m., and will leave most likely on the same day for Nagasaki and Vladivostok.
The str. *Seangchoon* left Rangoon on the 16th October, for Hongkong via Penang and Singapore, and is expected to arrive here on the 28th October.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kumsang, from Shimonsaki, is due in Hongkong 25th October.
Fooshing, from Guaymas (Mexico) is due in Hongkong 26th October.
Hangsang, from Shanghai, is due in Hongkong 27th October.
Cheongshing, from Weihaiwei, is due in Hongkong 28th October.
Fausang, from Tegal (Java), is due in Hongkong 29th October.
Hapsang, from Stagen, is due in Hongkong 30th October.
SHIRE LINE.
Denbighshire, from London, is due in Hongkong 30th October.
Den of Glamis, from Shanghai, is due in Hongkong 26th October.
CELESTIAL INDIA STEAM NAVIGATION CO., LTD.
Lavada, from Rangoon, is due in Hongkong 8th November.

VESSELS ADVERTISED AS LOADING									
To ascertain the anchorage of any Vessels, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "LW," together with the number denoting the section.									
1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point			
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DRTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.			
LONDON, via Usual Ports of Call	DELTA	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	To-day, at Noon.			
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	Owen Jones, R.N.E.	JARDINE, MATHESON & Co., Ltd.	On 28th inst.			
LONDON & ANTWERP via SINGAPORE, &c.	NANSHIN	Brit. str.	—	Koite	P. & O. S. N. Co.	On 30th inst., at 10 A.M.			
BREMEN HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	L. W.	Karberg	HAMBURG-AMERICA LINE	On 22nd Nov.			
HAYRE, BREMEN & HAMBURG, &c.	ARCADIA	Ger. str.	L. W.	Knaisel	HAMBURG-AMERICA LINE	On 5th Nov.			
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	L. W.	Hennecke	HAMBURG-AMERICA LINE	On 15th Nov.			
MARSEILLES, HAMBURG & ANTWERP, &c.	SPESIA	Ger. str.	L. W.	Reber	HAMBURG-AMERICA LINE	On 30th inst.			
MARSEILLES & HAMBURG, &c.	SENEGAMBIA	Ger. str.	L. W.	F. E. Cope	HAMBURG-AMERICA LINE	On 4th Nov.			
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KIPAN MARU	Brit. str.	—	W. J. Hartnell	NIPPON YUSEN KAISHA	On 6th Nov., at D'Light.			
ROTTERDAM & ANTWERP	CHENARD	Ger. str.	—	W. J. Hartnell	SHAW, TOMES & Co.	To-day.			
ROTTERDAM & HAMBURG, &c.	SHATHIN MARU	Jap. str.	L. W.	Wagnor	HAMBURG-AMERICA LINE	On 31st inst.			
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	YOKOHAMA MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 31st inst., at 2 P.M.			
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	MEXICO MARU	Jap. str.	—	N. Noda	NIPPON YUSEN KAISHA	On 5th Nov., at Noon.			
VICTORIA, B.C. & TACOMA, &c.	LORD CURZON	Brit. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	On 12th Nov., at 2 P.M.			
VIENNA, GENOA, ALGERIE, GIBRALTAR, SOUTHAMPTON	DIETHELMER	Ger. str.	—	F. Prosch	THE BANK LINE LTD.	On 20th Nov.			
TRIESTE, Fiume, Venice via SINGAPORE, &c.	CHINA	Am. str.	—	White	MILCHERS & Co.	On 30th inst., at 10 A.M.			
BOSTON & NEW YORK via SUEZ CANAL	JESERIC	Am. str.	—	Haughton	SANDER, WILKES & Co.	On 29th inst.			
BOSTON & NEW YORK via SUEZ CANAL	CITY OF BARODA	Am. str.	—	A. H. Smith	ARNOLD, KARBURG & Co.	About 25th Nov.			
BALTIMORE & NEW YORK via SUEZ CANAL	INDRAKUALA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 5th Nov.			
BALTIMORE & NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & Co., Ltd.	About 14th Nov.			
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	To-day, at 6 P.M.			
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	A. G. Stevens	CANADIAN PACIFIC R. Co.	On 14th Dec., at 6 P.M.			
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 29th inst., at Noon.			
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMERSON	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th Nov., at 1 P.M.			
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KORSA	Swed. str.	—	—	PACIFIC MAIL S.S. Co.	On 19th Nov., at 1 P.M.			
COPENHAGEN & BALISTIC PORTS	CHANGHAI	Brit. str.	1 m.	E. Finlayson	ARTHUR NISBON & Co.	About 28th inst.			
AUSTRALIAN PORTS	COBLENZ	Ger. str.	—	L. Kingkist	SWITZERLAND & SWIRE	On 1st Nov.			
AUSTRALIAN PORTS via MANILA	ELSTERN	Brit. str.	—	—	MILCHERS & Co.	On 2nd Nov., at 9 A.M.			
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	K. Yagi	GIBB, LIVINGSTON & Co.	On 5th Nov., at Noon.			
CAPEPORTS via MAURITIUS	DUNERIE	Brit. str.	—	Tulloch	NIPPON YUSEN KAISHA	On 22nd Nov., at Noon.			
MEXICAN, PERUVIAN & CHILEAN via JAPAN	HONGKONG MARU	Jap. str.	—	—	THE BANK LINE LIMITED	Beginning of January.			
YOKOHAMA & KOBE via SHANGHAI	NIPPON	Am. str.	—	—	TOYO KISEN KAISHA	On 3rd Dec., at Noon.			
YOKOHAMA & KOBE	LAWADA	Brit. str.	—	C. H. Lane	SANDER, WILKES & Co.	About 31st inst.			
KOBE & MOJI	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 10th Nov., at Noon.			
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	K. Kawara	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 P.M.			
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	NIPPON YUSEN KAISHA	On 7th Nov., at 11 A.M.			
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winokler	MILCHERS & Co.	About 12th Nov.			
JAPAN	TULIOWONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 20th Nov., at Noon.			
TIENSHIN	CHONGSHING	Brit. str.	—	V. Liddell	JAVA-CHINA-JAPAN LINE	Quick despatch.			
NEWCHOW	KALGAN	Brit. str.	1 m.	D. A. Davies	JARDINE, MATHESON & Co., Ltd.	On 8th Nov., at Noon.			
SHANGHAI via FOCHOW	KWONGSANG	Brit. str.	—	J. B. Harris	SWITZERLAND & SWIRE	On 30th inst., at 4 P.M.			
SHANGHAI	ANHUI	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.			
SHANGHAI, KOBE & YOKOHAMA	DUNBIGHSHIRE	Brit. str.	—	M. Machida	JARDINE, MATHESON & Co., Ltd.	About 27th inst.			
SHANGHAI & KOBE	JENSEN MARU	Jap. str.	—	H. Rehm	NIPPON YUSEN KAISHA	On 28th inst.			
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK	Ger. str.	—	L. Jones	MILCHERS & Co.	About 30th inst.			
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	H. Powell	SWITZERLAND & SWIRE	On 31st inst., at 4 P.M.			
SHANGHAI	LINEAN	Brit. str.	1 m.	C. C. Williams	P. & O. S. N. Co.	About 31st inst.			
SHANGHAI	BOHEMIA	Am. str.	—	—	SWITZERLAND & SWIRE	On 2nd Nov., at M'night.			
SHANGHAI, KOBE & YOKOHAMA	AUSTRALIAN	Frean. str.	—	Costa	SANDER, WILKES & Co.	On 4th Nov., at 5 P.M.			
SHANGHAI, KOBE & MOJI	JELUNGA	Brit. str.	—	D. Macfadyen	DAVID SASSOON & Co., Ltd.	On 5th Nov.			
SHANGHAI, MOJI & KOBE	SANUKI MARU	Jap. str.	—	G. W. Cockman, R.N.E.	NIPPON YUSEN KAISHA	On 6th Nov.			
SHANGHAI, KOBE & YOKOHAMA	ASSAVAL	Ger. str.	—	Motzenhain	HAMBURG-AMERICA LINE	About 7th Nov.			
SHANGHAI, YOKOHAMA, KOBE & MOJI	LYBREA	Ger. str.	L. W.	Norfolk	HAMBURG-AMERICA LINE	On 13th Nov.			
SHANGHAI	CEYLON	Swed. str.	—	—	ARTHUR NISBON & Co.	On 17th Nov.			
FOCHOW via SWATOW & AMOY	YIBODAS	Dut. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LINE	Quick despatch.			
ANPING & TAKAO via SWATOW & AMOY	KALSA MARU	Jap. str.	—	K. Tashira	NIPPON YUSEN KAISHA	On 6th Nov., at Noon.			
TAMBUI via SWATOW & AMOY	SOSU MARU	Jap. str.	—	P. Fuchigami	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.			
SWATOW	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 28th inst., at 4 P.M.			
SWATOW, WEIHAIWEI, CHEFOO & TIENSHIN	KUMOROW	Brit. str.	1 m.	Forey	DOUGLAS LAFRAIK & Co.	On 29th inst., at 11 A.M.			
SWATOW, AMOY & FOCHOW	HATIAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 1st Nov., at 11 A.M.			
SWATOW, AMOY & FOCHOW	HATYANG	Brit. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 P.M.			
MANILA	YUENSHANG	Brit. str.	—	—	SWITZERLAND & SWIRE	On 29th inst., at 4 P.M.			
MANILA, CEBU & ILOILO	KALFONG	Brit. str.	1 m.	Sidford	JARDINE, MATHESON & Co., Ltd.	On 2nd Nov., at 2 P.M.			
MANILA	LOONGSANG	Brit. str.	—	Leask	SHAW, TOMES & Co.	On 7th Nov., at 4 P.M.			
MANILA, MANGARIN, ILOILO & CEBU	RUBI	Am. str.	—	Miller	SHAW, TOMES & Co.	On 16th Nov., at 4 P.M.			
MANILA, MANGARIN, ILOILO & CEBU	ZAFIRO	Am. str.	—	Croes	JAVA-CHINA-JAPAN LINE	Quick despatch.			
BATAVIA, CHERIBON, SAMARANG, &c.	TUKIKI	Dut. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst.			
BOMBAY via SINGAPORE & COLOMBO	RANGON MARU	Jap. str.	—	M. Yoshikawa	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon.			
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	NIPPON YUSEN KAISHA	On 2nd Nov.			
SINGAPORE, PENANG, RANGON & CALCUTTA	HAKATA MARU	Jap. str.	—	H. Nomura	DAVID SASSOON & Co., Ltd.	On 5th Nov.			
SINGAPORE, PENANG & CALCUTTA	DILWARA	Brit. str.	—	W. J. Bishop	DODWELL & Co., Ltd.	About 7th Nov.			
SINGAPORE, BATAVIA, SAMARANG & SOERABAYA	BANAI MARU	Jap. str.	—	F. Sembill	MILCHERS & Co.	Middle of Nov.			
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Jamieson	SWITZERLAND & SWIRE	On 29th inst., at 10 A.M.			
HOIHOW & HAIPHONG	SINGAN	Brit. str.	—	E. de Catalano	MESSENGERIES MARITIMES	On 6th Nov., at 9 A.M.			
KWANG CHOW, WANG & HAIPHONG	SI-KLANG	Frean. str.	—	—	—				

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.
The S.S. "LAWADA" 3,269 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 21st October, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
+ SHANGHAI via FOCHOW "KWONGSANG" Saturday, 25th Oct., 4 P.M.
+ MANILA "YUENSHANG" Saturday, 25th Oct., 2 P.M.
+ KOBE & MOJI "LAISANG" Saturday, 25th Oct., 4 P.M.
+ SINGAPORE, PENANG & CALCUTTA "KUTSANG" Monday, 29th Oct., Noon.
+ MANILA "LOONGSANG" Saturday, 2nd Nov., 2 P.M.
+ TIENSHIN "CHEONGSHING" Friday, 8th Nov., Noon.
RETURN TOURS TO JAPAN.
The Steamers "KUTSANG," "NANSANG" and "FOCHANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on through Bills of Lading to Yangtze, Peking, Chefoo, Tientsin, Daire, Weihaiwei, Taungtun and Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 26th October, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.
PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
FOR STEAMERS DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA "DENBIGHSHIRE" About 27th Oct.
LONDON, ROTTERDAM & ANTWERP "DEN OF GLAMIS" On 28th Oct.
LONDON & ANTWERP "FLINTSHIRE" On 20th Nov.
These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
* Does not carry passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 24th October, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC, SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong. "EMPEROR OF INDIA" Sat., 26th Oct. "EMPEROR OF JAPAN" Sat., 16th Nov. "MONTEAGLE" Sat., 14th Dec. "EMPEROR OF INDIA	

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 26th Oct.	See Special Advertisement
LONDON and ANTWERP	NANKIN	10 A.M., 30th Oct.	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. Owen Jones, R.N.R.		
SHANGHAI, MOJI, KOBE, NILE and YOKOHAMA	Capt. H. Powell	About 31st Oct.	Freight and Passage.
SHANGHAI	ASSAYE	About 7th Nov.	Freight and Passage.
	Capt. G. W. Cookman, R.N.R.		

For Further Particulars apply to

Hongkong, 26th October, 1912.

H. W. D. SHALLARD,
Acting Superintendent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, SWATOW, WEIHAWEI, CHEE, FOO & TIENSIN	"ANHUI"	On 26th Oct., 4 P.M.	
KOBE, HAIPHONG, MANILA, CEBU and ILOILO	"SINGAN"	On 29th Oct., 10 A.M.	
NEWCHOWANG, SHANGHAI	"KALGAN"	On 30th Oct., 4 P.M.	
	"CHENAN"	On 31st Oct., 4 P.M.	
	"LINAN"	On 2nd Nov., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

HONGKONG, 26th October, 1912. TELEPHONE 36. AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. LIBERIA	15th Nov.
S.S. ALESIA	19th Nov.
S.S. SAMBIA	5th Dec.
S.S. ARMENIA	17th Dec.
S.S. BRISGAVIA	3rd Jan.
S.S. SILESIA	14th Jan.
S.S. O. J. D. AHLERS	26th Jan.
S.S. SUEVIA	10th Feb.

For Further Particulars, apply to—

For MARSEILLES, HAMBURG & ANTWERP:	S.S. SPEZIA	30th Oct.
For ROTTERDAM & HAMBURG:	S.S. SACHSEN	31st Oct.
For MARSEILLES & HAMBURG:	S.S. SENEAMBIA	4th Nov.
For HAVRE & HAMBURG:	S.S. ALCADIA	5th Nov.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	15th Nov.
For BREMEN, HAMBURG & ANTWERP:	S.S. SITHONIA	22nd Nov.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Rosch	TUESDAY, 29th Oct., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 1st Nov., at 11 A.M.
For SWATOW AND RETURN.		
		(Occupying 3 Days).
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 27th Oct., at 10 A.M.
		WEDNESDAY, 30th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 24th October 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	LEAVING HONGKONG FOR AUSTRALIA	LEAVING HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	15th Nov.	On 9th Nov., Noon
		On 7th Dec., Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
Agents.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., NOON.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., at Noon.
CHIYO MARU	W. V. Greene	SATURDAY, 21st Dec., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

COMPAGNIE MARITIME

INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 6th Nov., 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.V. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

For VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaves
"SEATTLE MARU"	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
"CHICAGO MARU"	J. Goto	TUESDAY, 26th Nov., at 2 P.M.
"CANADA MARU"	K. Hori	TUESDAY, 10th Dec., at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kano	SATURDAY, 4th Jan., at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
† Calling at SHANGHAI, MOJI, " " " " " "

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

For FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIO MARU"	Y. Yamamoto	WEDNESDAY, 5th Nov., at Noon.

For TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 27th Oct., at 10 A.M.
"DAIGI MARU"	Y. Somekawa	SUNDAY, 3rd Nov., at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WEDNESDAY, 30th Oct., at 10 A.M.

For CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	Leave

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,
Second Floor, No. 1, Queen's Building.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

[PROPOSED SAILINGS OF MAIL STEAMERS]

HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Noon, SATURDAY	Steamer	Tons
INDIA	8000	January 18	MOOLTAN	10000
ASSAYE	7500	February 1	MALOA	12500
HIMALAYA	7000	February 15	MOREA	11000
DEVANHA	8000	March 1	MARMORA	10500
DELTA	8000	March 15	MEDINA	12500
INDIA	8000	March 29	Through Steamer	
ASSAYE	7500	April 12	MONGOLIA	10000
DEVANHA	8000	April 26	MACEDONIA	10500
CHINA	8000	May 10	MALWA	11000
		May 24		
		June 7		

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.8 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
NYANZA	7000	April 15	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 SINGLE, £57.4 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,
Acting Superintendent.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	WEDNESDAY, 6th Nov., at Daylight.
	IYO MARU	12,500	WEDNESDAY, 20th Nov., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 5th Nov., at Noon.
	INABA MARU	12,500	TUESDAY, 19th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	FRIDAY, 22nd Nov., at Noon.
	KUMANO MARU	9,300	FRIDAY, 20th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	HAKATA MARU	12,500	SATURDAY, 2nd Nov.
BOMBAY via SINGAPORE, PENANG & COLOMBO	RANGON MARU	6,000	MONDAY, 28th Oct.
KOBE and YOKOHAMA	TANGO MARU	13,500	THURSDAY, 7th Nov., at 11 P.M.
SHANGHAI, MOJI and KOBE	SANUKI MARU	12,500	WEDNESDAY, 6th Nov.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	9,300	WEDNESDAY, 20th Nov., at Noon.
SHANGHAI and KOBE	JINSEN MARU	5,000	MONDAY, 28th Oct.

Fitted with New System of Wireless Telegraphy.

Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG
MISHIMA MARU	16,000	16,000	29th January
KAGA	12,500	12,500	12th February
ATSUTA	16,000	16,000	26th February
HITACHI	13,000	13,000	12th March
MIYASAKI	16,000	16,000	26th March
YITANO	16,000	16,000	9th April
IYO	12,500	12,500	23rd April
HIRANO	16,000	16,000	7th May
TANGO	13,500	13,500	21st May

FOR AMERICA.

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG
INABA MARU	12,500	12,500	11th February
SHIDZUOKA	12,500	12,500	25th February
TAMBA	12,500	12,500	11th March
AWA	12,500	12,500	25th March
BADO	12,500	12,500	8th April
YOKOHAMA	12,500	12,500	22nd April
INABA	12,500	12,500	6th May
SHIDZUOKA	12,500	12,500	20th May

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

